

44-12-5-17

INTERNAL CONTACT REPORT

FILE	AFCRS-1	DATE	3 Aug 60
SUBJECT	Three Radial Engines Located on Mendel Glacier, Sequoia National Park		
FROM	RICHARD F. GERWIG, Chief, Accident Reporting & Coding Br., R&S Div.		
TO	William Russler, Chief, Records & Statistics Division		
PERSON(S) CONTACTED	Maj Clarence W. Brown, Rescue Coordination Center, Hamilton AFB		

REPORT ON:

LONG DISTANCE TELEPHONE CALL VISIT CONFERENCE OTHER

FACTUAL DATA

- Correspondence originated by Supt, Sequoia National Park, and forwarded through Maj Clarence W. Brown, Rescue Coordination Center, Hamilton AFB to CONAC to AMC and indorsed to this office by AMC, concerns three radial engines discovered on ice pillars on Mendel Glacier, Sequoia National Park.
- Search of records at this office revealed one possibility, a B-24E missing during a return flight to Hammer Fld from Tucson, Arizona, on 5 Dec 1943. Last position report placed aircraft on a heading towards Sequoia National Park area.
- Maj Brown of Hamilton AFB was contacted and he stated that a B-24E wreckage had been located in Le Conte Lake, Sequoia National Park and that the Army personnel were removing the bodies which had been preserved in ice. It was determined by checking names of the crew aboard this aircraft that it was the accident referenced above.
- Identification of the three radial engines found on the glacier has not ~~been~~ been solved to date. Upon checking the coordinates of both the B-24 wreckage and the engines, it was noted that they were located approximately 5-7 miles apart. The engines have not as yet been identified as B-24 engines. Nor has it been determined that the engines could be those of the wreckage found in Le Conte Lake. After Army personnel have searched the B-24 wreckage, Maj Brown will notify this office if engines were also located in the immediate vicinity. In the meantime the Chief Ranger, Sequoia National Park will, as soon as it is possible, go in and obtain more positive identification of the type, model, etc., of the three engines. When all of this information is in we should know if they are one and the same B-24 accident or two different accidents. We will notify AMC at that time of the results.

ACTION REQUIRED

None

D NAME, GRADE & SIGNATURE OF ORIGINATOR	OFFICE SYMBOL	COORDINATION	
RICHARD F. GERWIG -13	AFCRS-1	AFCRS	

44-12-5
File

OFFICIAL CONTACT REPORT

FILE AFCRS-1	DATE 18 August 1960
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SUBJECT
Wreckage Found in Le Conte Lake, Sequoia National Park

FROM
RICHARD F. GERWIG, Chief, Accident Reporting & Coding Branch

TO
WILLIAM RUSSLER, Assistant for Records & Statistics

PERSON(S) CONTACTED
LtCol Conrad Kreps, Chief, Flying Safety Branch, Safety Division,
AMC, Wright-Patterson AFB, Ohio

REPORT ON:
 LONG DISTANCE TELEPHONE CALL
 VISIT
 CONFERENCE
 OTHER

FACTUAL DATA

1. This office received a letter from AMC on 12 August 1960 pertaining to the location of wreckage in the Sequoia National Park. The letter, dated 9 August 1960, signed by LtCol Kreps, requested AMC be advised of any information pertaining to the wreckage.
2. Since we had forwarded complete information on 9 August 1960, I called Col Kreps to determine if they had received our correspondence.
3. Col Kreps stated they had received our correspondence and since it contained all the information they required we could destroy their letter of 9 August. I informed him we would file it with the rest of the information concerning the wreckage and would forward any additional data as soon as it became available.

ACTION REQUIRED

None

99

Rednt Data

TYPED NAME, GRADE & SIGNATURE OF ORIGINATOR RICHARD F. GERWIG	OFFICE SYMBOL GS-13	COORDINATION AFCRS-1 AFCRS-1
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MEMO ROUTING SLIP

NEW USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1	NAME OR TITLE	INITIALS	CIRCULATE
	ORGANIZATION AND LOCATION	DATE	COORDINATION
2	<i>Rich</i>		FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

*Looks like everyone
is getting into this
act -*

(2) 11 Aug -

FROM NAME OR TITLE	DATE
ORGANIZATION AND LOCATION	TELEPHONE

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION	DATE	COORDINATION
2 <i>Deck</i>		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME
		SIGNATURE

REMARKS

*Looks like everyone
is getting into this
act -*

(2) 11 Aug -

FROM NAME OR TITLE	DATE
ORGANIZATION AND LOCATION	TELEPHONE

CONAL

NUMBER
H-14

TO	TO <i>ALC</i>	TO	TO	TO
DATE	DATE <i>8/18/60/AL</i>	DATE	DATE	DATE

ACTION TAKEN (Answered or other)

No action required

ST 400-1000-4700

CODE

NUMBER
A-14

TO *al C*

TO

TO

TO

DATE *7/18/61*

DATE

DATE

DATE

ACTION TAKEN (Answered or other)

No action required

U.S. GOVERNMENT PRINTING OFFICE: 1959 O-527424

HEADQUARTERS
CONTINENTAL AIR COMMAND
UNITED STATES AIR FORCE
MITCHEL AIR FORCE BASE, NEW YORK

REPLY TO
ATTN OF: OOP-S

SUBJECT: Request for Information

29 JUL 1960

TO: AMC

1. The following is a report of a SAR incident received from 4th Air Force Rescue Coordination Center, Hamilton AFB, Calif:

"UNCLAS 4AF SAR 553 for CNOPI. RCS-2-CNC-U-22 Subject: Special Incident. At 0040Z 28 July 1960, Assistant Sequoia National Park Ranger Hirst reported to the AFSRCC that one of his Rangers had found a crashed aircraft on 27 July. A report book with the name Lt William T. Cronin was found in the vicinity of the wreckage. The main part of the wreckage is in a lake at 3706N-11837W at 11400 feet elevation. About one half mile from the main wreckage a propellor blade was found. The blade measures 13 inches at the widest part and has the following markings: NKC7521BWC6477A-0, date installed 5-10-43. A flight boot with foot and part of leg and an opened parachute was recovered from the lake by the Ranger. About ten percent of the aircraft is visible above water. Scattered wreckage of instruments and other aircraft parts found within one half mile of main wreckage are partially grown over by grass and brush. A portion of left wing with a white star on a blue background with white stripe on the underside was found one half mile southwest of lake. The Ranger feels fairly certain it is an old B-24 crash. Visible fuselage appears to be gray on top, silver on bottom. The water in the lake is extremely cold. The foot and partial leg recovered is well preserved."

2. Request this headquarters be advised of any information pertaining to this matter available in your records.

3. Suggest this correspondence be forwarded to the Inspector General, USAF, Norton AFB, and Headquarters USAF for additional details that may be available.

FOR THE COMMANDER:

Oliver M. Legg

OLIVER M. LEGG
MILITARY USAF
Director of Operations

Hq CONAC (OOP-S), Mitchel AFB, New York, 29 Jul 60, Request for Information

1st Ind (MCAS)

AUG 9 1960

Hq AMC, Wright-Patterson AFB, Ohio

TO: DIG/Safety (AFCEFS)
Norton AFB, Calif.

1. Forwarded for information and action deemed necessary.
2. A check with the Directorate of Maintenance Engineering, this Headquarters, indicates that no records are available which could aid in identifying the aircraft.
3. The Memorial Affairs Branch, this Headquarters, was informed through a telephone call to their counterpart in Headquarters, USAF, that the Army is taking appropriate action on the human remains since these records were closed out by the Army in 1943.

FOR THE COMMANDER:

Conrad Kreps

CONRAD KREPS
Lt. Colonel, USAF
Chief, Flying Safety Branch
Safety Division

Copy to:

CONAC, Mitchel AFB, N. Y.
Hq AMC, MCAOO, Wright-Patterson
AFB, Ohio

OFFICIAL CONTACT REPORT

FILE	AFCRS-1	DATE	5 Aug 60
SUBJECT	Wreckage Found in Le Conte Lake, Sequoia National Park		
FROM	RICHARD F. GERWIG, Chief, Accident Reporting & Coding Br., R&S Div.		
TO	William Russler, Chief, Records & Statistics Division		
PERSON(s) CONTACTED	Maj Wright, Search and Rescue, Hamilton AFB, Calif		

REPORT ON:

LONG DISTANCE TELEPHONE CALL VISIT CONFERENCE OTHER

FACTUAL DATA

1. Maj Wright called to give additional information on the wreckage found in Le Conte Lake in Sequoia National Park. He stated that Col Wheeling of the Presidio said the water was too deep for the skindivers and that more and better diving equipment would be needed for the search. One of the skindivers had gone to 75' and broken an eardrum. The wreckage is believed to be at an excess of 150' in depth. An engine has been found near the bank and parts of the aircraft are scattered all over.
2. Maj Wright said it appeared that the aircraft hit the top of a peak, fell into the water, exploding as it did so. The fuselage has not been found as yet.
3. The telecall was specifically for the purpose of finding out if any live bombs were aboard the aircraft at the time of the accident.

ACTION REQUIRED

The microfilm will be studied for any mention of live ammunition. The undersigned will call Maj Wright at Hamilton this afternoon if the accident report makes mention of any ammunition on board the aircraft.

TYPED NAME, GRADE & SIGNATURE OF ORIGINATOR <i>R. F. Gerwig</i> RICHARD F. GERWIG GS-13	OFFICE SYMBOL 1w AFCRS-1	COORDINATION	
		AFCRS	

COORDINATION FILE COPY

-COORD-

1w/5 Aug 60

Ltr, 4 AF (RCC), Hamilton AFB, Calif, 23 May 60, Req for Search and Rescue Info

3rd Ind (AFCFS-E-6)

9 AUG 1960

Dir Flt & Msl Safety Rsch, Norton AFB, Calif

TO: AMC (MCASF)

(AFCDI)

1. Relative to the identification of an aircraft accident associated with the three radial engines located on Mendel Glacier, coordinates 37°11'N 118°41'W, a B-24 wreckage has also been located in Le Conte Lake, coordinates 37°06'N 118°37'W. Per conversation with Maj Clarence W. Brown, Rescue Coordination Center, Hamilton AFB, California, Army personnel are presently going in to remove the remains of the bodies, which were preserved because of the extreme cold.

(AFCPA)

2. Information received from Maj Brown reveals a ranger, attached to the Sequoia National Park, located the wreckage in Le Conte Lake on 27 July 1960. A position report book with the name Lt William T. Cronin on it was found near the scene. This tentatively identifies the wreckage as a B-24E Nr 41-28463 missing on 5 December 1943, home station Hammer Field, Fresno, California. The crew is listed as follows:

(AFCRM)

Pilot	2dLt Charles W. Turvey	0-682921
Copilot	2dLt Robert M. Hester	0-755344
Navigator	2dLt William T. Cronin	0-691961
Bombardier	2dLt Ellis H. Fish	0-752711
Engineer	SSgt Robert O. Bussey	11084894
Radio Operator	Sgt Howard A. Wandtke	15354576

(AFCEPI)

3. It appears that the three radial engines could have belonged to this B-24, Le Conte Lake accident. More positive determination will depend on whether the Army personnel do or do not locate the engines in the area of the wreckage. Further, as soon as it is possible, probably in September, Maj Brown stated that the Chief Ranger of Sequoia National Park will attempt to reach the three engines on Mendel Glacier and obtain positive identification.

(AFCFS) BA

Gerwig
Kopatic
Terry
-B
Williams

Information:

X Permanent
Temporary
Destroy After:

Transitory

Originator:

Moulton
5195

MEMO FOR RECORD: SE

*Accnt Data
AK+C*

COORDINATION FILE COPY

-COORD-

4. When the additional information is received, your headquarters will be advised.

FOR THE CHIEF OF STAFF:

MELVIN P. TERRY
Lt Colonel, U. S. Air Force
Division Control Officer
Records & Statistics Division

1 Atch w/d

Copies to: 4 AF
Hamilton AFB
Calif

(AFCDI)

(AFCPA)

(AFCRM)

(AFCPI)

(AFCFS)

File Information:
Permanent
Temporary
Destroy After:

Transitory

Originator:

HEADQUARTERS
FOURTH AIR FORCE
UNITED STATES AIR FORCE
HAMILTON AIR FORCE BASE, CALIFORNIA

23 MAY 1960

REF: 1000
1000 1000

Request for Search and Rescue Information

1. Your attention is invited to the attached correspondence regarding the finding of three radial aircraft engines in Sequoia National Park, California, at approximately, the 13,000 ft level. Other aircraft parts were not observed. The engines are supported by ice pillars 2 to 3 ft in height, and are within a fifty-yard radius.

2. The Air Force Subregional Rescue Coordination Center's Crash Locator does not indicate any known aircraft crashes in this area. The coordinates plotted for the location of these engines is 3711N 11811W.

3. Request your headquarters secure information from the appropriate agency that can explain the presence of these engines.

FOR THE COMMANDER:

JACK W. SANDERS
Colonel, USAF
Deputy Chief of Staff,
Operations

1 Atch
Ltr fr Chief Ranger, Sequoia and
Kings Canyon Natl Park a/atch

HEADQUARTERS
FOURTH AIR FORCE
UNITED STATES AIR FORCE
HAMILTON AIR FORCE BASE, CALIFORNIA

23 MAY 1960

INFO:

Search and Rescue Information

Attention is invited to the attached correspondence regarding the discovery of three radial aircraft engines in Sequoia National Park, California, at approximately, the 13,000 ft level. Other aircraft parts were not observed. The engines are supported by ice pillars 2 to 3 ft in height, and are within a fifty-yard radius.

2. The Air Force Subregional Rescue Coordination Center's Crash Locator does not indicate any known aircraft crashes in this area. The coordinates plotted for the location of these engines is 3711N 11841W.

3. Request your headquarters secure information from the appropriate agency that can explain the presence of these engines.

END OF MESSAGE:

JACK W. SANDERS
Colonel, USAF
Deputy Chief of Staff,
Operations

1 Atch
Ltr fr Chief Ranger, Sequoia and
Kings Canyon Natl Park @/atch

HEADQUARTERS
FOURTH AIR FORCE
UNITED STATES AIR FORCE
HAMILTON AIR FORCE BASE, CALIFORNIA

23 MAY 1960

2705

Search and Rescue Information

Attention is invited to the attached correspondence regarding the discovery of three radial aircraft engines in Sequoia National Park, California, at approximately, the 13,000 ft level. Other aircraft parts were not observed. The engines are supported by ice pillars 2 to 3 ft in height, and are within a fifty-yard radius.

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3. Request your headquarters secure information from the appropriate agency that can explain the presence of these engines.

ATTENTION:

JACK W. SANDERS
Colonel, USAF
Deputy Chief of Staff,
Hamilton

1 Atch
Ltr fr Chief Ranger, Sequoia and
Kings Canyon Natl Park g/atch

Ltr, Hq 4AF (RCC), 23 May 60, Request for Search and Rescue Information

1st Ind (OOP-3)

Hq COMAC, Mitchel AFB, NY

28 JUL 1960

TO: AMC

1. Records of SAR incidents available in this headquarters reveal no information concerning this matter.
2. If no information is available in your command, suggest correspondence be forwarded to the Inspector General, USAF, Norton AFB, and Headquarters USAF.

FOR THE COMMANDER:

EDWARD H. MACKELL
Lt. Col., USAF
Actg. Dir. of Operations

1 Atch
n/c

2nd Ind (MCASP)

JUL 29 1960

Hq AMC, Wright-Patterson AFB, Ohio

TO: DIG for Safety (APCPS)
Norton AFB, Calif.

Forwarded as a matter requiring research of statistical data available only in your directorate.

FOR THE COMMANDER:

1 Atch
n/c

CONRAD
Lt. Colonel
Chief, Flight Safety Branch
Safety Division

8 1015

Ltr, Hq 4AF (RCC), 23 May 60, Request for Search and Rescue Information

1st Ind (COP-8)

Hq 4AF, Mitchel AFB, NY

28 JUL 1960

Re: AMB

1. Records of SAR incidents available in this headquarters reveal no information concerning this matter.

2. If no information is available in your command, suggest correspondence be forwarded to the Inspector General, USAF, Norton AFB, and Headquarters USAF.

FOR THE COMMANDER:

EDWARD H. MACNEILL
Lt. Col., USAF
Actg. Director of Operations

1 Atch
n/c

2nd Ind (MCASP)

JUL 29 1960

Hq AMC, Wright-Patterson AFB, Ohio

TO: DIG for Safety (AFOPS)
Norton AFB, Calif.

Forwarded as a matter requiring research of statistical data available only in your directorate.

FOR THE COMMANDER:

1 Atch
n/c

GENERAL
Lt. Colonel, USAF
Chief, Flying Safety Branch
Safety Division

8 1015

JUL 29 1960

2nd Ind (MCASF)

Hq AMC, Wright-Patterson AFB, Ohio

TO: DIG for Safety (AFGFS)
Norton AFB, Calif.

Forwarded as a matter requiring research of statistical data available only in your directorate.

FOR THE COMMANDER:

CONRAD KEEPS
Lt. Colonel, USAF
Chief, Flying Safety Branch
Safety Division

1 Atch
n/c

8 015

UNITED STATES
DEPARTMENT OF THE INTERIOR

A7683

NATIONAL PARK SERVICE
Sequoia and Kings Canyon National Parks
Three Rivers, California

May 18, 1960

Major Clarence W. Brown
Chief, Operations, Rescue Coordination Center
Fourth Air Force
Hamilton Air Force Base, California

Dear Major Brown:

Assistant Chief Ranger Hirst has informed me that he called your Division concerning the three airplane engines discovered on Mandel Glacier last summer and just recently reported to us. We will definitely plan on putting a ground crew in the area as soon as it is accessible by horseback and foot. The lack of fuselage, wing, or tail parts is indeed rather puzzling, so we will try to make a wider search. We will, of course, advise you of the results.

We are enclosing copies of correspondence with Dr. Jente, including a reproduction of one picture of a motor, which may be of interest to you and your staff. If this provides any clue as to the military ownership we will appreciate this knowledge, or any other information you might be able to glean from it.

Rangers Hirst and Howe have nothing but high praise for the assistance and cooperation they have received from you and your officers, and I know that my predecessor, Mr. Hallock, shared this opinion. I assure that I, and the members of my staff, will certainly strive to maintain our mutually pleasant relationships.

It would please me immensely to visit your Division in person, but for the immediate future it does not appear to be possible. Should you, or any of your officers, have opportunity to visit these Parks, it would be our pleasure to have you call at my office.

Sincerely yours,

Peter H. Schuft
Chief Park Ranger

2525
Enclosures

atck 1

DONALD M. JONTE, M.D.
47 LOST VALLEY DRIVE
ORINDA, CALIFORNIA

May 12, 1960

REPORT	
A. F.	
A. I.	
C. J.	
P. J.	
P. J.	
L. J.	
F. J.	
A. C. Y.	
P. B.	

George Walker
Deputy Superintendent
Sequoia and Kings Canyon National Parks
Three Rivers, California

Dear Mr. Walker:

In reply to your letter A7623, dated May 6, 1960, I am sending you further information regarding the three airplane engines I found on the Mendel Glacier.

On the Mt. Goddard quadrangle which you inclosed in your letter you circled the correct glacier - the one exactly north of Mt. Mendel. I am sending you a photo taken August 26, 1959, from the summit plateau of Mt. Lamarck facing south showing both Darwin and Mendel Glaciers. The approximate location of the engines is marked on the Mendel Glacier. I doubt if these can be spotted from the air as they blend in so well with the granite boulders that are scattered over the surface of the ice. It was not until I was right on top of the engines that I realized what they were.

My answers to your specific questions are:

1. I found the engines August 26, 1959.
2. I did not observe any other plane parts. I saw only the three engines.
3. Nothing I saw had any conspicuous orange paint markings.
4. Since no wings or fuselage were observed I did not see any registration numbers or military insignia.
5. There were no buttons, shoes, bones, etc. indicating human fatality.
6. In my cursory examination of the engines I did not notice any plates or numbers indicating military or commercial ownership.
7. The engines were on solid ice the depth of which I know of no way to estimate. As can be seen from the accompanying photograph the snow cover had melted from the lower half of the glacier at this late date in August.

I am grateful indeed for the promptness, interest and vigor you have exhibited in pursuing this matter and especially your willingness to advise me of the results of your investigations if at all possible.

Do not hesitate to write me if I can be of any further help to you. I could even make a trip to the Evolution area over a week end late this summer or fall if it would be desirable.

Sincerely yours

Donald M. Jonte

DONALD M. JONTE, M.D.
47 LOST VALLEY DRIVE
ORINDA, CALIFORNIA

May 12, 1960

REPORT	
A. V.	
A. I.	
E. J.	
P. I.	
P. S.	
L. S.	
F. S.	
A. C.	
P. B.	

George Walker
Acting Superintendent
Sequoia and Kings Canyon National Parks
Three Rivers, California

Dear Mr. Walker:

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Sincerely yours

Donald M. Jonte
Donald M. Jonte

Shoulder of Deane

Mt Mendel



Darwin
Glacier

Mount
Mendel
Glacier

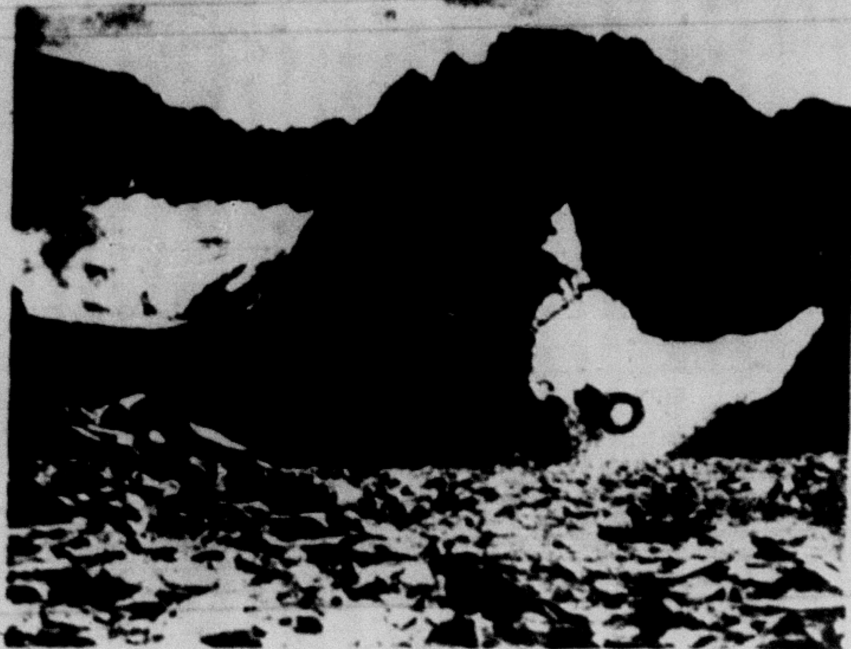
Photo taken May 26 1957 from Summit
of Mt Mendel looking south
by G.A. Sledge, Berkeley Calif.

Shoulder of Darwin

Mt. Mendel



Derwin
Glacier →



← Mendel
Glacier

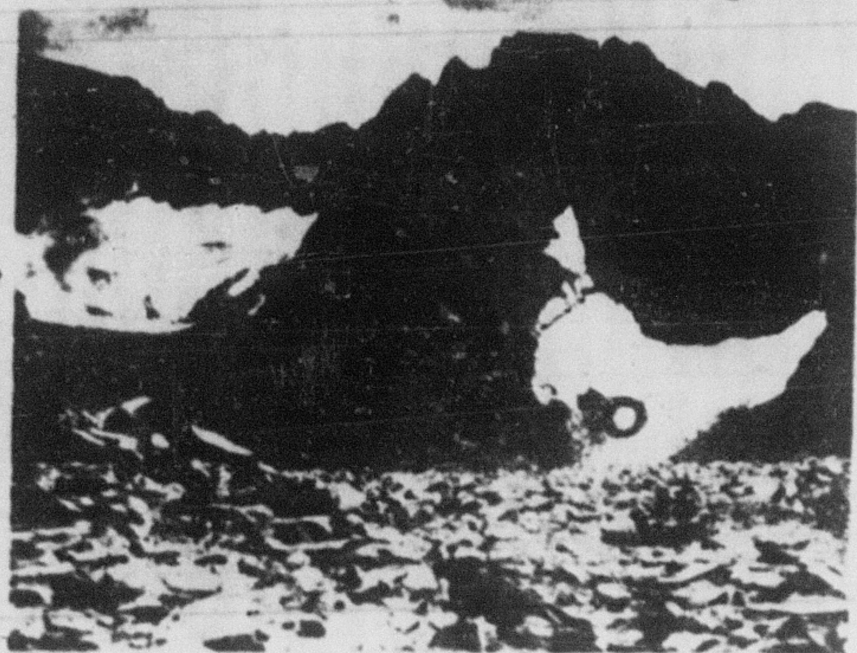
Photo taken Aug 26 1959 from summit
plateau of Mt. Darwin looking south
by G.A. Lloyd, Berkeley, Calif.

Shoulder of Dorn

Mt Mandel



Erwin Glacier →

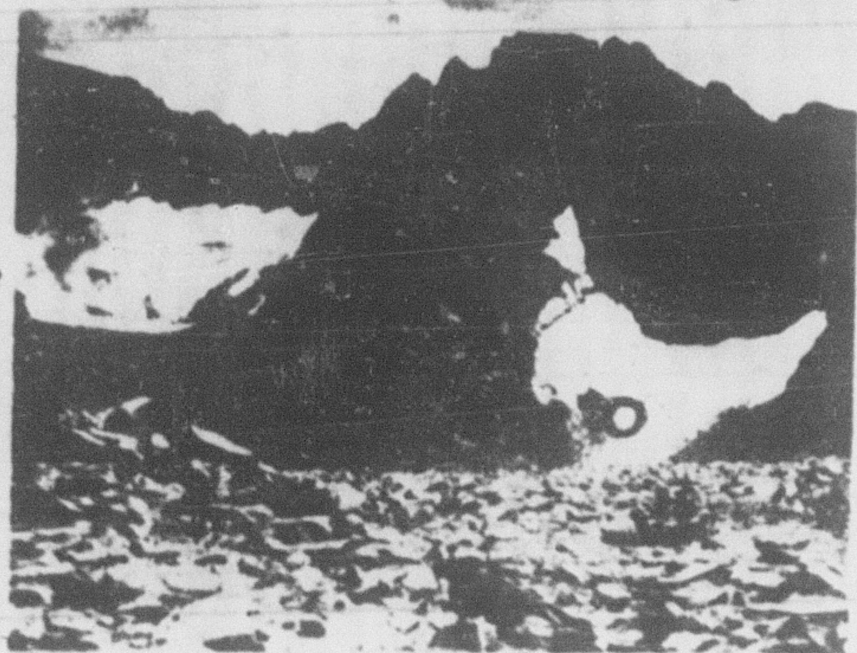


←
Mandel
Glacier

Photo taken May 20 1959 from summit
of Mt. Dorn 10000 ft
by G. A. Sledge, Stanley Galt

Shoulder of Dorn

Mt. Mendel



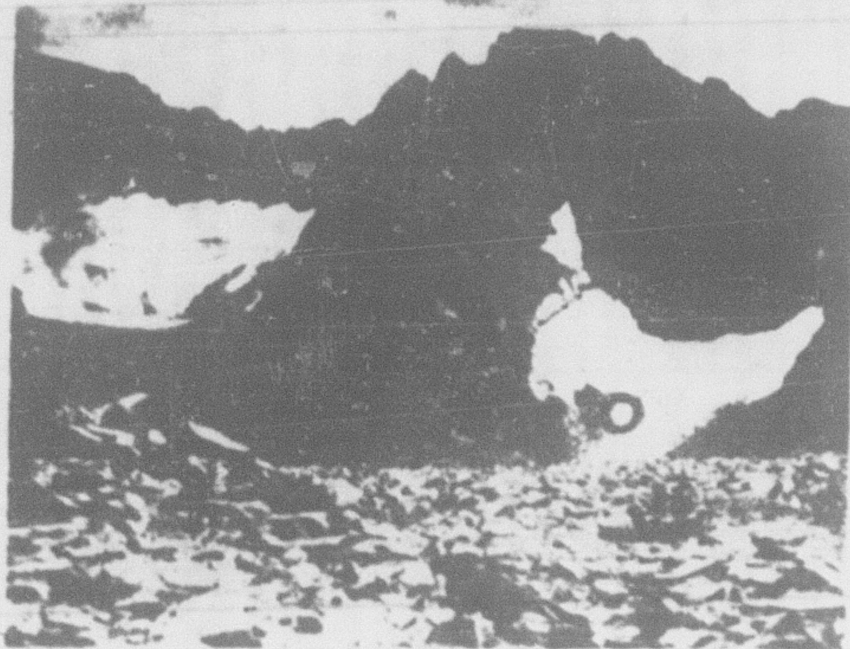
Erwin Glacier →

← Shoulder of Dorn
Erwin Glacier
Mt. Mendel

Photo taken Aug 26 1957 from summit
of Mt. Mendel 10000 ft
by Dr. Clyde S. Kelley

Shoulder of Dorn

Mt. Mendel



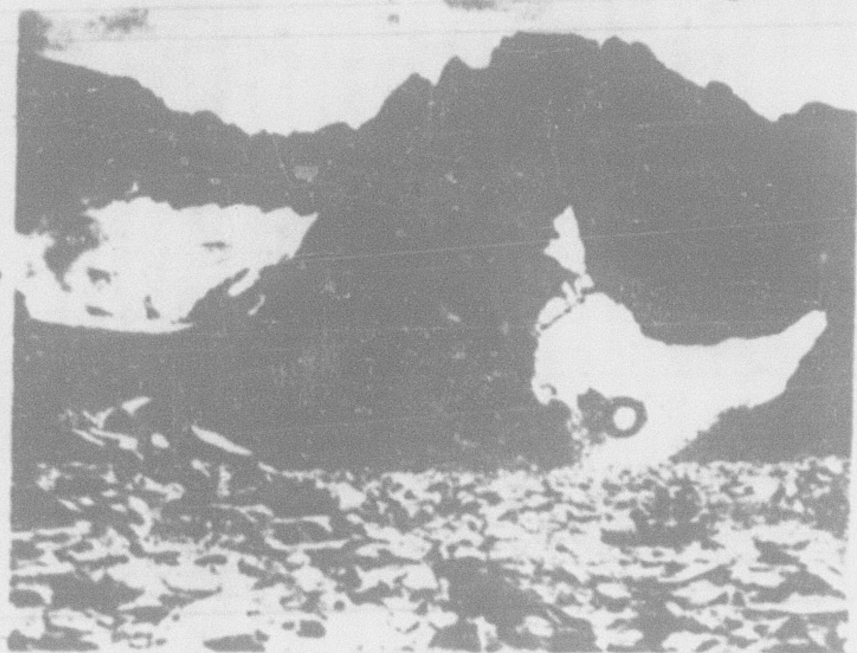
Erwin
Glacier

Peak
of Dorn
Glacier

Photo taken Aug 24 1957 from summit
of Mt. Mendel looking south
by the ridge between Mt. Mendel

Shoulder of Dorn

Mt Mandel



Erwin
Glacier

Peak
of Dorn
Glacier

Photo taken Aug 26 1953 from summit
of Mt. Dorn 10000 ft
by a single stakey cut

May 6, 1960

Dr. Donald H. Jants
47 Lost Valley Drive
Orinda, California

Dear Dr. Jants:

We appreciate your letter of April 29 advising us of your discovery last August of three airplane engines on the Mendocino Glacier. Our files do not disclose information in regard to reported wreckage on Mendocino Glacier; therefore, we shall proceed to initiate investigation of case. The field questions, if required, cannot of course occur until summer permits access to the glacier area.

We have enclosed a Mt. Shasta quadrangle upon which we have placed a red circle indicating the glacier concerned, as we interpret your letter. If this is not correct, please indicate the proper approximate spot on this sheet and return it to us. Additionally, we will greatly appreciate your answers to the following questions, even though some answers may be in the negative:

1. On what date in August 1959 did you discover the engines?
2. Did you observe parts of wings, fuselage, tail sections, landing gear, flight instruments, or any other airplane parts?
3. If so, did any of these parts bear conspicuous orange paint markings which were not a part of the original color scheme? (Investigated wreckage will have one or more large orange crosses visible to air observation.)
4. If wings or fuselage were observed, did they carry registration numbers or military insignia?
5. Did you observe bones, clothing, buttons, shoes, or other items indicating human fatality?
6. Did the engines have plates or numbers which would indicate military or commercial ownership?

May 6, 1950

Dr. Donald H. Juhn
47 Lost Valley Drive
Orinda, California

Dear Dr. Juhn:

We appreciate your letter of April 29 advising us of your discovery last August of three airplane engines on the Mendocino Glacier. Our files do not disclose information in regard to reported wreckage on Mendocino Glacier; therefore, we shall proceed to initiate investigation as soon as possible. The field operations, if required, cannot of course occur until summer parties return to the glacier area.

We have enclosed a Mt. Shasta quadrangle upon which we have placed a red circle indicating the glacier concerned, as we interpret your letter. If this is not correct, please indicate the proper approximate spot on this sheet and return it to us. Additionally, we will greatly appreciate your answers to the following questions, even though some answers may be in the negative:

1. On what date in August 1949 did you discover the engines?
2. Did you observe parts of wings, fuselage, tail sections, landing gear, flight instruments, or any other airplane parts?
3. If so, did any of these parts bear conspicuous orange paint markings which were not a part of the original color scheme? (Investigated wreckage will have one or more large orange crosses visible to air observation.)
4. If wings or fuselage were observed, did they carry registration numbers or military insignia?
5. Did you observe bones, clothing, buttons, shoes, or other items indicating human fatality?
6. Did the engines have plates or numbers which would indicate military or commercial ownership?

7. What was the approximate depth of the snow field on the date you made the discovery?

We will advise you of the results of the investigation, subject to military classification requirements, in the event the workings proved to fall in this category.

Sincerely yours,

George A. Miller
Acting Superintendent

Enclosure

FT:rd

7. What was the approximate depth of the snow field on the date you made the discovery?

We will advise you of the results of the investigation, subject to military classification requirements, in the event the wreckage proves to fall in this category.

Sincerely yours,

George A. Miller
Acting Superintendent

Enclosure

FTR:red

MAY 2 1960

DONALD M. JONTE, M.D.
47 LOST VALLEY DRIVE
GRINDA, CALIFORNIA
April 29, 1960

	SUPT.		
✓	A. S.	3/2	
✓	A. O.	5/2	
✓	C. R.		
	P. N.		
	P.		
	L. S.		
	Per.		
	ACCT.		
	PROC.		

Superintendent
Sequoia-Kings Canyon National Park
Sequoia National Park, California

Dear Sir:

While hiking over the Mendel Glacier during the last week in August 1959 I found three airplane engines about midway from the present terminal moraine to the bergschrund. All presented as "glacial tables" as they were supported by ice pedestals 2 to three feet high. I am inclosing a photo of one I just had made from a 16mm movie frame.

I know there was a 1958 report of a world war II plane in this area but as I recall the location that was given in the press was the Darwin Glacier. Our packer, Mr. Art Schober, of Bishop said he had never heard of any airplane debris on the Mendel Glacier and suggested I write you.

I would be very grateful if you would write me concerning any information you may have about these three engines on Mendel Glacier.



One of three engines on Mendel Glacier

Sincerely,

Donald M. Jonte

DMJ

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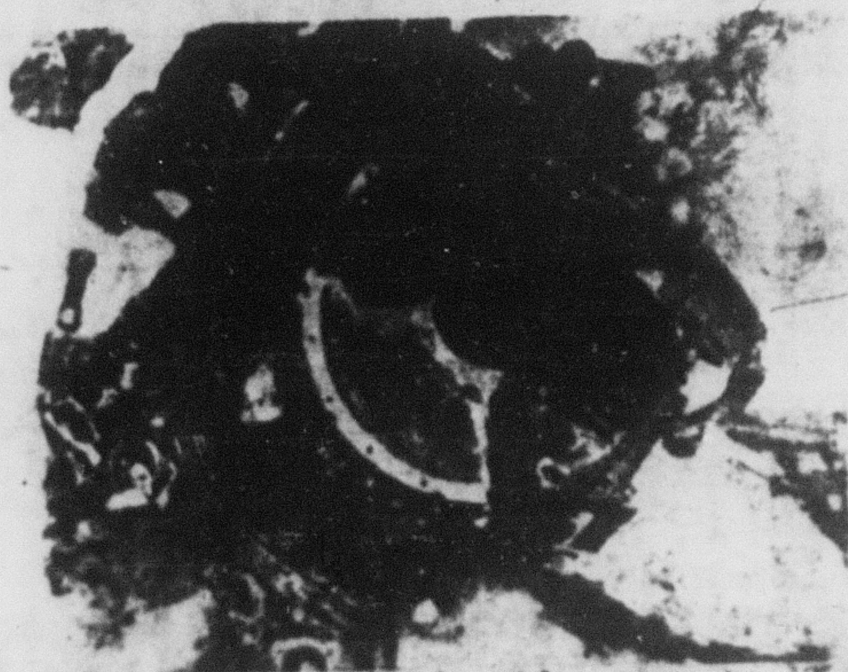
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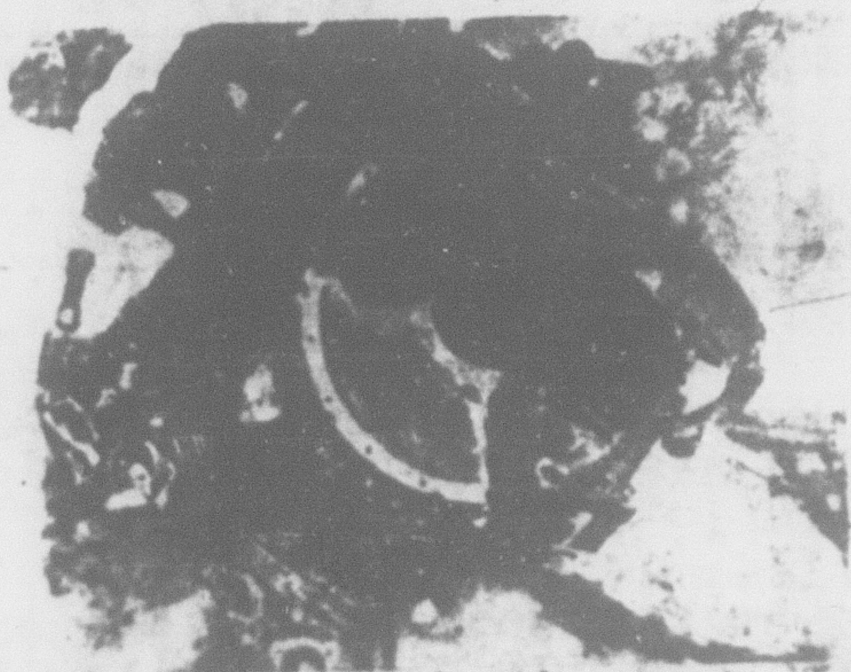
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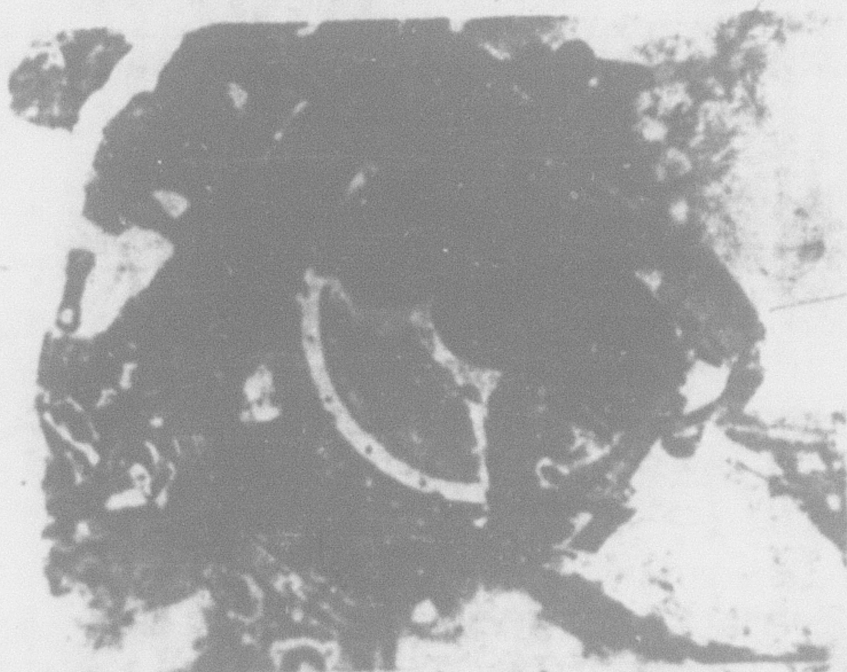
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