



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20350-1000

AUG 23 1993

Mr. Ted Darcy  
Director of Operations Wreckfinders  
P.O. Box 1554  
Kallua, HI 96734

Dear Mr. Darcy:

Thank you for your letter of June 24, 1993, concerning your interest in recovering naval aircraft bureau number 41525. You have questioned whether the Navy retains ownership of this aircraft. I am responding for the Secretary of the Navy.

Under the Property Clause of the United States Constitution, the United States Government does not lose its right, title, or ownership interest in a wrecked naval aircraft, wherever located and regardless of the passage of time, unless a formal abandonment, sale, or donation of the aircraft has been properly made by the Secretary of the Navy pursuant to an Act of Congress and implementing regulations. Since the Secretary of the Navy has not formally abandoned aircraft bureau number 41525, it is still owned by the Navy.

Traditional Navy policy has been not to permit, or encourage, the private salvage of sunken or wrecked naval aircraft, especially when crewmember remains are onboard or if hazards, such as unexploded ordnance, might be present. If crewmember remains are onboard, we feel that final resting places should not be disturbed. This policy has been relaxed occasionally if such factors are not present, or when historical or other interests are deemed to benefit the Navy and outweigh these policy considerations. In these instances, the salvage is undertaken by an appropriate nonprofit organization, such as a recognized state or municipal museum, veterans organization, or soldiers' monument association, at no cost to the Government. In this particular case, an exception would not be considered unless the deceased service member's primary surviving next-of-kin expressly consents to the recovery of the deceased service member, and the recovery and disposition of remains are strictly in accordance with prescribed Navy procedures. As neither of these conditions is present, I cannot consider an exception in this case. Therefore, your request for recovery of aircraft bureau number 41525 is denied.

Your interest in this matter is appreciated.

Sincerely,

DOROTHY M. MELETZKE  
Assistant Secretary of the Navy  
(Manpower and Reserve Affairs)  
Acting

Sept. 29, 1993

Dear Senator Mc Cain,

In response to a telephone call to your Tucson office with Jena, I am enclosing what papers I have regarding the body and plane remains of my brother, Ensign Harry Starbke -

In answering the Navy Dept. letter of Aug. 23, 1993 I would certainly accept the cremated remains of Harry Starbke. This would put an end to a sad event. The return of a body after the war would have eased my parents' grief. They are now both deceased, but there is a stone and plot for my brother with their graves. His stone is not a government one.

In the 40's it seemed people did not question the judgment of the government. As no body return was mentioned, it was presumed there was none and also that it had happened on a remote Hawaiian island, not Oahu.

I do not have dog tags or his number, but presume Mr. Dancy is correct. However, my brother did not have a middle name or initial. The M may have

come from the custom of writing  
"None" in the place of name or initial.  
Thank you for any help in  
resolving this sad event.

Sincerely

Myrtle Tice (Mrs. Heroy)  
- 1538 Calle Hacienda  
- Green Valley, Az. 85614  
602-648-0425

MRS TICE

501 SOUTH LA POSADA CIRCLE

APT. 322

GREEN VALLEY AZ 85614

(520) 648 8318

JOHN MCCAIN  
ARIZONA  
COMMITTEE ON ARMED SERVICES  
COMMITTEE ON COMMERCE, SCIENCE  
AND TRANSPORTATION  
COMMITTEE ON GOVERNMENTAL AFFAIRS  
COMMITTEE ON INDIAN AFFAIRS  
SPECIAL COMMITTEE ON AGING

# United States Senate

April 19, 1994

Captain Richard Kirkland  
Department of the Navy  
Principal Deputy  
SR 182 Russell Senate Bldg.  
Washington, D.C. 20510

Dear Captain Kirkland:

Refer to: 3291910006

I wish to bring to your attention the matter concerning my constituent, Myrtle Tice, who has encountered a problem with recovering the remains of her brother, Ensign Harry M. Warnke. My constituent claims she is the primary surviving next-of-kin and would like to know what, if any steps she must take in order to meet Navy procedures.

Please investigate the statements made in the enclosed letter and return the response to me with the enclosures. MARK ALL CORRESPONDENCE TO:

Attn: BETTINA CELAYA  
Office of Senator John McCain  
450 W. Paseo Redondo  
Suite 200  
Tucson, Arizona 85701

The assistance you provide my constituent will be most appreciated. If you should have any questions in the meantime, you can reach my office at (602) 670-6334. I look forward to your reply at your earliest convenience.

Sincerely,

*John McCain*  
John McCain  
United States Senator

JM/bc

111 RUSSELL SENATE OFFICE BUILDING  
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1839 SOUTH ALMA SCHOOL ROAD  
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2400 EAST ARIZONA  
BELTMORE CIRCLE  
SUITE 1150  
PHOENIX, AZ 85016  
(602) 952-2410

450 WEST PASEO REDONDO  
SUITE 200  
TUCSON, AZ 85701  
(602) 670-6334

TELEPHONE FOR HEARING IMPAIRED  
(202) 224-7132  
(602) 952-0170

JOHN MCCAIN  
ARIZONA

COMMITTEE ON ARMED SERVICES  
COMMITTEE ON COMMERCE, SCIENCE  
AND TRANSPORTATION  
COMMITTEE ON GOVERNMENTAL AFFAIRS  
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SPECIAL COMMITTEE ON AGING

# United States Senate

May 6, 1994

111 RUSSELL SENATE OFFICE BUILDING  
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TELEPHONE FOR HEARING IMPAIRED  
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Dear Captain Payne:

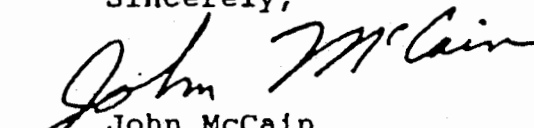
Mrs. Myrtle Tice is seeking to recover the remains of her deceased brother, Ensign Harry Wanke. Apparently the remains lie with the unrecovered wreckage of the F6F-3 Hellcat that Ensign Warnke piloted. Mrs. Tice stated that Mr. Ted Darcy knows the precise location of the wreckage site.

Mrs. Tice has only requested her brother's remains and does not wish to pursue the recovery of the aircraft. My office is only working on Mrs. Tice's behalf at this time. Any request made by Mr. Darcy is done independently of Mrs. Tice and my office.

Mrs. Tice understands that after 50 years, there may not be much in terms of her brother's remains. She would accept cremated remains. Her interest is to provide her brother with a proper burial after 50 years.

I appreciate any assistance that you may provide. If you should have any further questions, please contact Andrew Wilder in my Tucson office at (602) 670-6334. Thank you.

Sincerely,

  
John McCain  
United States Senator

JM/taw

668-2404

Memorandum For Record:

23  
-220905 APRIL 1996

Reference Ensign Warnke, Harry, USNR, (315341)

Subject: Telephone Conversation with RADM Fred E. Bakutis (Ret)

1. At 0905 hrs today I called RADM Bakutis to determine if he was the former commander of Fighting Squadron Twenty which was stationed at Barbers Point during June 1944; and if so could he remember any information which may lead us to the crash site of Ensign Warnke.
2. RADM Bakutis immediately recalled the crash of Ensign Warnke and the events surrounding the crash. He recalled that he had been to the crash site and that the plane had buried itself all the way up to its tail.
3. The crash site was originally spotted by a lineman working with the Omega station and had reported what looked like the tail of a plane sticking out of the ground. RADM Bakutis stated that was how they had been able to identify the plane at that time. He stated that only about two feet of the tail had not been buried when the plane crashed.
4. RADM Bakutis stated that the plane was on a training mission as they were testing the idea of the use of rockets on the aircraft. On this particular mission the planes were only testing dive angles and that the planes did not have ordinance on them for this mission.
5. I asked RADM Bakutis if he could come to CILHI to discuss the case or if permissible come to his home. He stated that he preferred to have us come to his house as he was 83 years old and did not travel much. He gave me his address and directions and we agreed to meet on Friday at 1000 hrs.

POC is the undersigned:

JEFFERY B. ROBINETTE  
CPT, QM  
Delta Team Leader

Memorandum For Record:

Subject: Second interview with RADM Bakutis (RET) 23 May 1996

1. Present at the interview were Captain Jeffery B. Robinette and Specialist Trent Simpler.
2. During this interview we showed RADM Bakutis a raised relief map of the crash area and asked if he could pinpoint the crash site again. He indicated he same area as he had in the previous interview. Vic grid FJ204687.
3. RADM Bakutis then provided us with additional details as he remembered them. He stated that as the aircraft were doing their runs on the day of the crash they were flying in a counter clockwise circular pattern.
4. RADM Bakutis then provided a sketch of the crash site as he remembered it. He explained that as he got off the trolley at the Omega station he could not immediately see the site. He had to walk several meters and look back to see the wreckage. He further stated that the crash was on the western side of the hill.
5. RADM Bakutis stated he identified the aircraft by the tail portion sticking out of the ground. He further reiterated that he does not recall the plane being scattered over a large area and that the plane was intact.
6. He further stated that he does not remember pieces of flesh at the crash site.
7. Following this the interview ended.

JEFFERY B. ROBINETTE  
CPT, QM  
D-Team Leader









18.02.1999 - 13:36 - hla

05.02.1996 Star Bulletin Second Home Main 3 — Army seeks old crash site in Koolaus

Source=Star\_Bulletin\_Second\_Home; Date=05.02.1996; Section=Main; Page=3;

## Army seeks old crash site in Koolaus

### The military hopes to find where a WWII fighter pilot was buried

BY GREGG K. KAKESAKO, Star-Bulletin

After five unsuccessful ground searches, the Army plans to use helicopters to comb the rugged Koolau mountain range in Windward Oahu to try to solve a half-century-old mystery.

On June 15, 1944, a single-seater Navy F6-F3 Hellcat fighter took off at 7:55 a.m. from Kaneohe Bay Naval Air Station to practice bombing and rocket runs on abandoned trucks in a training area called Kapoho Point near Kailua Beach.

But the pilot, a Navy ensign, ran into trouble before beginning his bombing run and slammed into the Koolaus somewhere above the Valley of the Temples.

Staff Sgt. Paul Adams, a mortuary specialist with the Army's Central Identification Laboratory, said a military search and rescue team found the wreckage and the pilot's remains two days after the crash.

"However, the team was never able to bring the body out because the jungle was too dense," Adams said, "and the pilot was buried there along with parts of the wreckage."

The site was never marked and the accident would have gone unnoticed - until a few years ago when the laboratory's World War II analysts were sifting through old records, said Rick Huston, laboratory casualty officer.

Army specialists tried four times last year to find the body and the wreckage but failed. Another search last week proved fruitless and the 25th Infantry Division will be asked to lend its aerial support for another sweep of the area.

"Rain and the density of the foliage are real problems," Adams said. "That along with not too specific details as to where the crash occurred . . . We have even tried to hike in from the Aiea side of the mountain."

Huston said he is hoping that hikers or hunters who may have trekked into that remote area near Kaneohe may have found better information to pinpoint the location.

Johnie Webb, of the Central Identification Laboratory, said although his agency's prime mission is going out, researching and identifying remains from the Vietnam War, it does work on other cases when solid leads are developed.

"When it comes to working on Cold War, World War II and Korean War cases, we are more reactive," Webb said.

The casualty data analysis section maintains records of the approximate 2,200 individuals unaccounted from Indochina as well as the 58,000 who died and were recovered during the Vietnam War.

The section collects and maintains records and information on the more than 8,000 personnel from the Korean War and the nearly 79,000 from World War II whose remains are still unrecovered.

18.02.1999 - 13:36 - hla

## 05.02.1996 Star Bulletin Second Home Main 3 — Army seeks old crash site in Koolaus

In the fall of 1995, hunters found the scattered wreckage of a plane on the slope of a glacier in Tibet. The remains of three servicemen, believed lost when their cargo plane crashed flying "the Hump" from Kunming in China to Jorbat in India, were turned over to the United States.

It was the first time since the communists took power in 1949 that China had returned the remains of American servicemen.

A year later, a team of Army searchers went to the Himalayas and recovered two more sets of remains.

Those mummified remains are believed to belong to Army Air Force 1st Lt. Frank Ramos and four members of his C-87 crew which was lost on July 31, 1944.

Using items found at the glacier wreckage site such as a meal ticket and aircraft pieces, Webb's team was able to identify the converted B-24 plane as No. 41-23862, assigned to Ramos. Webb said his team is close to identifying three of the five crew members using DNA samples. A fourth DNA testing case is awaiting additional samples.

#### Photo caption:

Staff Sgt. Paul Adams said attempts by Army specialists to find the body and wreckage last year failed because of problems with rain and dense foliage.

#### Drop-in:

### Identifying the missing

Some background on the Army Central Identification Laboratory:

- **When:** Established in Honolulu in 1976
- **Why:** To search, recover and identify U.S. service members killed in Indochina, the Cold War, Korean War and World War II
- **Personnel:** 141 military, 28 civilians
- **Where:** Hickam Air Force Base
- **Area of operation:** Laos, Vietnam and Cambodia

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Year=1996; Month=2; Month=Feb; Day=5; Day=Mo; Book=A; From=Staff; Byline=Kakesako\_Gregg; Person=Adams\_Paul/Ramos\_Frank/Webb\_Johnie; Organization=Army\_Central\_Identification\_Laboratory; Municipality=Koolau\_Oahu; Mainkey=Accidents/Airplane\_Accident; Subkey=Government/United\_States/United\_States\_Navy; Subkey=Government/United\_States/United\_States\_Army; Subkey=Criminal\_Investigation/Missing\_Person;

Aspect=Star\_Bulletin\_Second\_Home; Aspect=Main; Aspect=Feb; Aspect=Mo; Aspect=A; Aspect=Staff; Aspect=Kakesako\_Gregg; Aspect=Adams\_Paul; Aspect=Ramos\_Frank; Aspect=Webb\_Johnie; Aspect=Army\_Central\_Identification\_Laboratory; Aspect=Koolau\_Oahu; Aspect=Accidents; Aspect=Airplane\_Accident; Aspect=Government; Aspect=United\_States; Aspect=United\_States\_Navy; Aspect=Government; Aspect=United\_States; Aspect=United\_States\_Army; Aspect=Criminal\_Investigation; Aspect=Missing\_Person;

C. REMAINS/PERSONAL EFFECTS: THE IE DID NOT RECOVER OR RECEIVE ANY REMAINS OR PERSONAL EFFECTS WHILE INVESTIGATING THIS CASE.

D. RECOMMENDATION: EXCAVATE.

3. DETAILS OF INVESTIGATION.

A. PURPOSE: INVESTIGATE A PROBABLE F6F CRASH SITE NEAR THE OMEGA STATION TRAM HOUSE, GRID COORDINATE 4Q FJ 203 686, IN THE KOOLAU MOUNTAIN RANGE, OAHU ISLAND, HAWAII (ACCOMPLISHED; SEE PARA 3.E., BELOW).

B. TEAM COMPOSITION:

(1) U.S. CONTINGENT:

MAJ KENNETH M. ROYALTY	TEAM LEADER
MAJ MICHAEL J. JOHNSON	ASSISTANT TEAM LEADER
LTC JEFFREY S. BUCHANAN	OBSERVER
CAPT DONALD D. HINTON	WRECKAGE ANALYST
SFC PATRICK A. FRANCO, JR.	ANALYST
SFC ALFRED S. IVERSEN	ANALYST
MSGT HUNG M. NGUYEN	ANALYST
TSGT MARTIN D. MCDAVITT	ANALYST
CPL DEREK J. LANE	ANALYST
MR. GREGG KAKESAKO	HONOLULU STAR-BULLETIN REPORTER

(2) C CO, 2-25 AVIATION BRIGADE FLIGHT CREW:

CW2 DANIEL G. BAUM	PILOT
CW2 PAUL W. RUSSIN	CO-PILOT
SGT JASON K BRILL	CREW CHIEF
SPC JOSEPH L. ZURNER	CREW MEMBER
SPC BRADFORD L. MCDONALD	CREW MEMBER

C. ON 26 JANUARY 1999, THE IE MET WITH THE WARTIME COMMANDER OF FIGHTING SQUADRON 20, RADM (RET) FRED E. BAKUTIS. DURING THE INTERVIEW, THE IE OBTAINED THE FOLLOWING INFORMATION:

(1) ON 15 JUNE 1944, ENSIGN HARRY WARNKE WAS PILOTING AN F6F HELLCAT AIRCRAFT WHICH DISAPPEARED IN THE MOUNTAINS OVER KANEOHE BAY, OAHU ISLAND, HAWAII. THE SQUADRON SEARCHED THE AREA FOR THE AIRCRAFT BUT COULD NOT FIND THE CRASH SITE.

(2) ON 17 JUNE 1944, AN UNRECALLED LINEMAN AT THE OMEGA STATION REPORTED HE FOUND THE F6F CRASH SITE AND GUIDED RADM (RET) BAKUTIS TO THE SITE. THEY USED THE TRAMWAY TO GAIN ACCESS TO THE RIDGE, THEN WALKED APPROXIMATELY 200 METERS NORTH UP THE RIDGELINE. FROM THE RIDGELINE, RADM (RET) BAKUTIS COULD SEE THE AIRCRAFT'S TAIL SECTION IN A RAVINE. THE CRASH SITE WAS 100 YARDS SOUTHEAST OF THE RIDGELINE. AT THE SITE HE CONFIRMED THE TAIL NUMBER OF THE AIRCRAFT

AS THAT OF ENSIGN WARNKE'S AIRCRAFT. HE ALSO NOTED THE ENGINE WAS DEEPLY IMBEDDED INTO THE SIDE OF THE MOUNTAIN. RADM (RET) BAKUTIS ASSUMED ENSIGN WARNKE WAS IN THE AIRCRAFT AT THE TIME OF IMPACT. HE DID NOT FIND ANY REMAINS AT THE SITE.

D. ON 11 FEBRUARY 1999, THE IE TRAVELED BY HELICOPTER FROM WHEELER ARMY AIRFIELD (AAF) TO A LANDING ZONE (LZ) NEAR THE OMEGA STATION TRAM HOUSE AT GRID COORDINATE 4Q FJ 203 686 TO CONDUCT AN AERIAL RECONNAISSANCE OF THE AREA FOR AN LZ AND POSSIBLE SITE LOCATION. DURING THE SEARCH, THE IE DISCOVERED THE PROBABLE F6F CRASH SITE.

E. ON 24 FEBRUARY 1999, THE IE TRAVELED BY HELICOPTER FROM WHEELER AAF TO AN LZ NEAR THE OMEGA STATION TRAM HOUSE AT GRID COORDINATE 4Q FJ 203 686. THE IE WALKED APPROXIMATELY 300 METERS WEST FROM THE LZ TO A CRASH SITE AT GRID COORDINATE 4Q FJ 2010 6870. THE IE SURVEYED THE SITE AND FOUND NUMEROUS LARGE PIECES OF AIRCRAFT WRECKAGE TO INCLUDE TWO PIECES OF AIRCRAFT SKIN WHICH CORRELATED TO THE LOSS AIRCRAFT. ADDITIONALLY, THE IE LOCATED THE PROBABLE IMPACT POINT APPROXIMATELY 20 METERS SOUTHEAST (DOWNHILL) OF THE TOP OF THE SITE.

#### 4. MATERIAL EVIDENCE.

A. MATERIAL EVIDENCE RETAINED BY JTF-FA: NONE.

B. MATERIAL EVIDENCE PHOTOGRAPHED AND LEFT IN PLACE:

(1) TWO PIECES OF SILVER AIRCRAFT SKIN, PAINTED LIGHT METALLIC BLUE AND EACH STENCILED WITH A 20 CM WHITE NUMBER 82.

(2) ONE PIECE OF LEFT WING WITH THREE AMMO EJECTION CHUTES. ONE OF THE CHUTES CONTAINS A BOLT WITH THE FOLLOWING HAND-ETCHED ON THE BOLT HEAD: F6F.

(3) TWO 1.5 METER LONG, BLACK CAST METAL, PROPELLERS. A 15 X 8 CM RED AND WHITE OVAL STICKER, WITH A GRAY PROPELLER GRAPHIC IN THE CENTER, AND THE FOLLOWING INFORMATION, IS IN THE CENTER OF ONE OF THE PROPELLERS:

HAMILTON STANDARD PROPELLERS  
EAST HARTFORD  
CONNECTICUT  
REG. U.S. PAT. OFF.  
(PROPELLER GRAPHIC)  
DIVISION OF  
UNITED AIRCRAFT  
CORPORATION

THE FOLLOWING NOMENCLATURE IS ON THE BASE OF THE SAME PROPELLER:

DWG. NO. 6507 A-0

SERIAL NO. N39?892

(4) A LARGE SECTION OF WING WITH AN AFT FOLDING LANDING GEAR INSIDE (RETRACTED POSITION), COMPLETE WITH ONE WHEEL RIM WITH TIRE ATTACHED. THE FOLLOWING NOMENCLATURE IS ON THE RIM:

GOODYEAR USA HD32X3

ASSEM 50204

PATT 39319-?

SER

(5) TWO PIECES OF METAL AIRCRAFT SKIN, EACH STAMPED WITH THE FOLLOWING: 2867.

(6) ONE PROBABLE ENGINE PART WITH THE FOLLOWING NOMENCLATURE:

AERO

SUPPLY

MFG CO INC.

(7) ONE PORTION OF LEFT WING, UNDERSIDE SECTION NEXT TO THE FUSELAGE.

(8) ONE AIRCRAFT PART WITH A METAL GEAR INSIDE. THE FOLLOWING SERIAL NUMBER IS ON THE PART: 71287.

(9) ONE PIECE OF SILVER METAL AIRCRAFT SKIN. THE INTERIOR SIDE OF THE METAL SHEET IS PAINTED INTERIOR GREEN AND THE FOLLOWING NUMBERS ARE PAINTED IN 8 CM YELLOW STENCIL:

2-3

2-4

(10) ONE LARGE UNIDENTIFIED PIECE OF SHEET METAL PANEL STENCILED WITH THE FOLLOWING:

3930

ANOC

18?3

(11) ONE UNDERWING BOMB RACK/PYLON SPECIFIC TO F6F AIRCRAFT.

C. REMAINS: NONE.

5. SITE SURVEY RESULTS. ON 24 FEBRUARY 1999, THE IE SURVEYED ONE PROBABLE F6F AIRCRAFT ASSOCIATED WITH THIS CASE. THE IE SURFACE-SEARCHED A 50 X 150 METER AREA AND FOUND NUMEROUS PIECES OF AIRCRAFT WRECKAGE.

A. AREA DATA:

(1) STATE: HAWAII.

(2) ISLAND: OAHU.

(2) DISTRICT: EWA.

(3) VILLAGE/TOWN/CITY: WEST SIDE OF KOOLAU MOUNTAIN.

(4) CONSIDERATIONS: FREQUENT FOG AND LOW CLOUDS AROUND THE MOUNTIANOUS SITE MAKE HELICOPTER-BORNE APPROACH TO AREA DIFFICULT.

F. BASE CAMP RECOMMENDATION:

- (1) LOCATION: NEAR OMEGA STATION TRAM HOUSE.
- (2) DISTANCE TO SITE: 300 METERS, WEST.
- (3) WATER SOURCE: NONE.
- (4) HOTEL AVAILABILITY: SITE IS TEN-MINUTE HELICOPTER RIDE

FROM WHEELER AAF.

G. REMAINS FOUND AT SITE: NONE.

H. ESTIMATED EXCAVATION REQUIREMENTS:

- (1) NUMBER OF DAYS: 30 TO 60.
- (2) NUMBER OF WORKERS: 30 TO 40 (ONE INFANTRY PLATOON).
- (3) SPECIAL EQUIPMENT: ROPES, SEATS, SAFETY GEAR, TARPS, MACHETES, PRY BARS, BLOCK AND TACKLE TO EXTRACT ENGINE, AND POLES FOR SCREENS.

I. WATER SOURCE:

- (1) DISTANCE FROM SITE: NONE.
- (2) WET SCREENING SUPPORTABLE: NO.

J. TERRAIN AND WEATHER CONSIDERATIONS:

(1) EFFECT OF WEATHER: THE MOUNTAIN RANGE IS SUBJECT TO MORNING FOG AND RAINS AND THE HILLSIDE IS CONSTANTLY MUDDY. HELICOPTER OPERATIONS ARE DEPENDENT ON FOG AND RAIN. THE REMOVAL OF VEGETATION ON THE STEEP SLOPE WILL CREATE A STEEP, SLICK, WORKING AREA.

(2) SLOPE: 65 TO 70 DEGREES.

(3) VEGETATION: SMALL PALM TREES, GRASS, LIGHT TROPICAL GROUND COVER AND BUSHES.

(4) SOIL: MUDDY. MIXTURE OF ROCK AND SOIL WITH CLAY-LIKE CONSISTENCY; WET, BUT SCREENABLE.

K. SAFETY:

- (1) EOD HAZARDS: NONE.
- (2) STEEPNESS/SLOPE OF TERRAIN:

SOME AREAS OF THE SITE ARE 70 TO 90 DEGREES AND REQUIRE SAFETY ROPES.

(3) WILD LIFE: NONE.

6. PERTINENT LOCATION OR DATA CHANGES. NONE.

7. ANALYST COMMENTS.

A. WITNESS STATEMENT: RELIABLE. THE WITNESS WENT TO THE SITE SEVERAL DAYS AFTER THE LOSS INCIDENT AND VERIFIED THE AIRCRAFT BY THE TAIL NUMBER.

B. ANALYTICAL CONCLUSIONS:



(1) THE CRASH SITE THE IE SURVEYED CORRELATES TO ENSIGN WARNKE'S AIRCRAFT BASED ON TYPE OF AIRCRAFT, SIDE NUMBER, LOCATION, AND CIRCUMSTANCES OF LOSS.

(2) U.S. RECORDS INDICATE THE SIDE NUMBER OF ENSIGN WARNKE'S AIRCRAFT F6F-3 AIRCRAFT WAS 82. THE IE FOUND TWO PIECES OF AIRCRAFT SKIN AT THE SITE STENCILED WITH THE NUMBER 82. THEY ALSO FOUND A BOLT ON ONE OF THE AMMO CHUTES IN THE WRECKAGE ETCHED WITH "F6F", WHICH IS THE AIRCRAFT TYPE.

(3) THE FORMER SQUADRON COMMANDER INDICATED IN HIS INTERVIEW AND IN HIS WARTIME STATEMENT (REF B) THAT THE CRASH SITE WAS IN A RAVINE APPROXIMATELY 100 YARDS FROM THE HIGH POINT NEAR THE OMEGA STATION. THIS CORRELATES TO THE SITE THE IE SURVEYED. U.S. RECORDS ALSO INDICATED THE SEARCH TEAM FOUND AND BURIED REMAINS AT THE SITE (REF A). DUE TO THE ISOLATED LOCATION OF THE SITE AND THE INABILITY OF PROFESSIONAL WRECK RECOVERY GROUPS TO FIND THE SITE OVER THE LAST 55 YEARS, THE PROBABILITY OF REMAINS AT THE SITE ARE HIGH.

C. LIFE SUPPORT TECHNICIAN COMMENTS: THE TWO PIECES OF AIRCRAFT SKIN STENCILED WITH THE LOSS AIRCRAFT SIDE NUMBER, AND THE BOLT ETCHED WITH THE AIRCRAFT TYPE CORRELATE DIRECTLY TO ENSIGN WARNKE'S AIRCRAFT.

8. TEAM LEADER COMMENTS. CONCLUSIONS:

(1) CONCUR WITH ANALYST.

(2) RECOMMEND A CILHI RECOVERY ELEMENT EXCAVATE THE SITE THE IE SURVEYED AS SOON AS POSSIBLE. THE SITE APPEARED UNSCAVENGED, HOWEVER, BECAUSE THE AREA IS FREQUENTLY HIKED BY CIVILIANS THE POSSIBILITY OF SITE DISTURBANCE IS HIGH.

9. RECOMMENDATION. EXCAVATE.//