

0795 (IN 54869)

~~SECRET~~

PAGE TWO

(b)(3)

C. THERE WAS LITTLE OR NO DAMAGE TO THE COMPRESSOR OR TURBINE BLADES, INDICATING THE COMPRESSORS WERE NOT ROTATING AT THE POINT OF IMPACT.

D. THE INLET CASE, COMPRESSOR OUTER CASE, INTERMEDIATE CASE AND DIFFUSER CASE HAD LITTLE EXTERNAL DAMAGE.

E. THE COMBUSTION CHAMBER OUTER CASE, EXHAUST CASE, AND AIRCRAFT HEAT-SHIELDING ON THE EXHAUST CASE (TAIL PIPE) WERE BASHED INWARD, DISTORTING THE PARTS CONSIDERABLY.

F. THE ACCESSORY GEARBOX HAD BROKEN AWAY FROM THE INTERMEDIATE CASE AT MOUNTING LUGS AND ALL COMPONENTS ON THE UNDERSIDE OF THE ENGINE INDICATED IMPACT DAMAGE.

G. THE MAIN BEARINGS, SEALS AND ROTATING PARTS IN THE HOT SECTION APPEARED TO BE NORMAL EXCEPT FOR CRASH DAMAGE.

H. THE FUEL CONTROL P/N 389813, S/N 28016 WAS REMOVED AND SENT TO PRODUCTION TEST FOR INVESTIGATION AND FUNCTIONAL BENCH TEST. FINDINGS NOT COMPLETED AS OF THIS WRITING WILL BE REPORTED AT LATER DATE.

I. THE FUEL PUMP WAS BROKEN AT THE MOUNTING FLANGE, THEREFORE, UNABLE TO PERFORM A FUNCTIONAL BENCH CHECK. PUMP WILL BE COMPLETELY DISASSEMBLED AND TEARDOWN FINDINGS REPORTED AT A LATER DATE.

CONCLUSION: TO DATE NOTHING WAS FOUND DURING TEARDOWN INSPECTION AND INVESTIGATION OF THE ENGINE OR ACCESSORIES THAT INDICATED ANY PART FAILURE OR MALFUNCTION THAT COULD HAVE CONTRIBUTED TO THE ENGINE ACCIDENT. UNQUOTE.

SIGNED

(b)(3)

END OF MESSAGE

rida, , NOV. 22, 1963

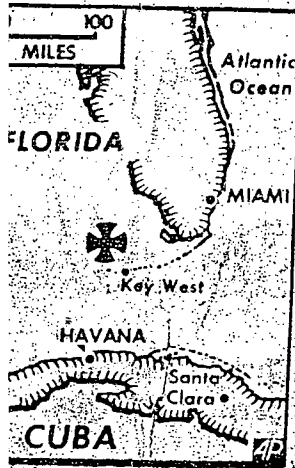
Friday, Nov. 22, 1963

5C

Wreck Found in Pilot Missing



CAPT. JOE HYDE JR.
The cockpit was empty.



33-year-old much-decorated son was "living somewhere." But a Navy spokesman said, "I don't hold much hope for him."

Both the Defense Department and the Strategic Air Command headquarters said there was no evidence that the sleek, one-man plane which flies at admitted heights of more than 75,000 feet, had met with hostile action over Cuba.

It appears, SAC said, that a mechanical failure brought the weird-looking, glider-like craft plunging down from the stratosphere in which it operates.

Otherwise, everybody was tight-lipped about the plane's mission. Only the cream of the Air Force pilots fly the U2.

There was no comment from the Cuban radio beyond the bare mention that the plane, which might have

been on reconnaissance activities over Cuba, had crashed, presumably because of a mechanical fault.

The U2 broke spectacularly into the news in May 1960 when Francis Gary Powers was shot down over Russia.

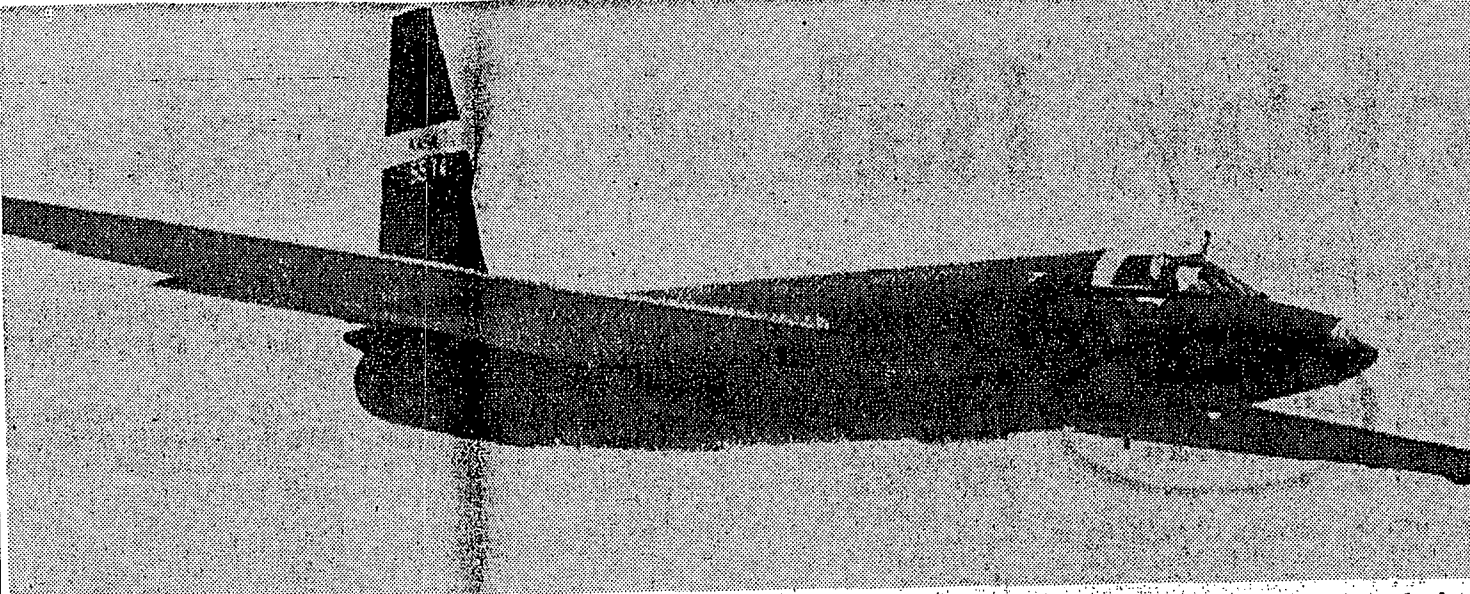
It was the U2 which first confirmed the presence of Russian medium-range ballistic missiles in Cuba and brought on the blockade and the U.S.-Soviet showdown that threatened to cast the world into nuclear war.

is where the wreckage of the U-2 was found.

cel and Shrike were on the wreckage in 100-foot deep water and had confirmed that the pilot was not in the cockpit.

La Grange, Ga. Hyde's mother clung desperately to the belief that her

st
EGAS



TYPE OF U2 REPORTED LOST — This is a U2 reconnaissance plane, a type of which is reported lost about 40 miles northwest of Key West, Fla. Debris has been spotted by a Coast Guard cutter

nearby the point where the aircraft vanished, return from a mission over Cuba.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

CONTROL FOR BURIAL GROUPS

CARSON CITY (AP) — Nevada's pay - before - you - die burial societies will come under state control beginning Jan. 1 of next year, State Insurance Commissioner Paul Hammel said Wednesday.

Hammel said the insurance division of the State Department of Commerce had taken the step "to prevent unreliable burial societies from springing up in the state."

"The societies presently organized in Nevada appear to be conducting their business in an honorable manner. We want to keep it that way," Hammel said.

U2 OFF FLORIDA

Plane Found

(Continued from Page 1) flying reconnaissance missions over Cuba. Photographs taken by these planes confirmed the presence of Soviet offensive missiles on the island and brought the showdown that led the world to the brink of nuclear war.

America's only known fatality in this crisis was a U2 pilot.

Maj. Rudolf Anderson Jr. was shot down Oct. 27, 1962, over Cuba, apparently by a rocket.

It was in May 1960 that the revolutionary U2 first broke dramatically into the news, when Francis Gary Powers was downed over the Soviet Union and imprisoned for 21 months, until the United States obtained his freedom in exchange for the

convicted Soviet spy, Rudolf Abel.

The disclosure that U2s were spying on the Soviet Union led enraged Premier Khrushchev to wreck a scheduled summit conference in Paris.

The Navy declined today to go into any detail about the debris picked up by the Nemesis.

In Washington, the Pentagon said it had nothing to indicate the fate of the pilot. Hyde's father said he was informed of the mishap about 11 hours after the plane's disappearance, but

Hoffa's Attorney

of the secrecy surrounding his son's missions.

Hyde said his son was stationed at Tucson, Ariz. The Davis-Monthan Air Force Base at Tucson is headquarters for the 4080th U2 unit, the only one assigned to SAC.

A Pentagon spokesman said the craft is called WU2 and is a weather plane version of the U2 photographic reconnaissance planes keeping tabs on military movements and construction work in Fidel Castro's Cuba.

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J-2 Spy Plane Crashes After Flight Over Cuba

Wreckage Is Found in Gulf, Pilot's Body Not in Cockpit

KEY WEST, Fla., Nov. 21 (AP).—The wreckage of a U-2 spy plane which vanished yesterday, presumably after a mission over Cuba was found today in 100-foot deep water in the Gulf of Mexico. The body of the pilot was not in the cockpit.

An air-sea search by Navy and Coast Guard planes and surface craft was continued for the pilot, Capt. Joe G. Hyde, Jr., of La Grange, Ga.

Capt. Ernest H. Dunlap, chief of staff to the commander of the Key West Navy Base, said two Navy salvage vessels, the Petrel and the Shrike, had reached the wreckage and determined that the pilot was not in the cockpit.

Sighted Oil Slick

Earlier, the Coast Guard cutter Nemesis had reported finding debris at the spot 40 miles northwest of Key West and 180 miles north of the coast of Communist Cuba.

It was at this place, at 10:32 a.m. (EST) yesterday, that Capt. Hyde's plane vanished from radarscope, and where another aircraft eight minutes later reported sighting an oil slick.

At Strategic Air Command headquarters at Omaha, a spokesman said it was believed that the crash was caused by mechanical failure. Both SAC and the Defense Department said there was no evidence of hostile action against the plane which was officially described as a WU-2.

The Cuban Radio reported merely that a U-2 "which might have been on reconnaissance activities over Cuba," had crashed in the gulf, presumably because of "a mechanical fault."

Still Flying Missions

Last month, on the anniversary of the United States-Soviet crisis over Cuba, it was disclosed that the glider-like U-2s still were flying reconnaissance missions over Cuba. Photographs taken by these planes confirmed the presence of Soviet offensive missiles on the island and brought the showdown that led the world to the brink of nuclear war.

America's only known fatality in this crisis was a U-2 pilot. Maj. Rudolf Anderson, jr., of Greenville, S. C., was shot down over Cuba October 27, 1962, apparently by a rocket.

It was in May, 1960, that the revolutionary U-2 first broke

dramatically into the news, when Francis Gary Powers was downed over Russia and imprisoned for 21 months, until the United States obtained his freedom in exchange for the convicted Soviet spy, Rudolph Abel.

The disclosure that U-2s were spying on Russia led Premier Khrushchev to wreck a scheduled summit conference in Paris.

Father Informed

At La Grange, Ga., Capt. Hyde's father said he was informed of the incident last night, about 11 hours after the plane's disappearance, but he would not discuss it because of the secrecy surrounding his son's missions.

Mr. Hyde said his son was stationed at Tucson, Ariz. The Davis-Monthan Air Force Base at Tucson is headquarters for the 4080th WU-2 unit, the only one assigned to SAC.

A Pentagon spokesman said the WU-2 is a weather plane version of the U-2 photographic reconnaissance planes keeping tabs on military movements and construction work in Fidel Castro's Cuba.

Washington Star
21 Nov 63

DIVERS FIND WRECKAGE, NO BODY

Search Launched For U-2 Pilot

KEY WEST, Fla. (AP)—The wreck of a U2 plane was found Thursday on the bottom of the Gulf of Mexico. But its cockpit was empty, keeping alive a faint hope that the pilot, Capt. Joe G. Hyde Jr., might somehow have survived the crash.

Presumably returning from a mission over Fidel Castro's Communist Cuba, the high-flying reconnaissance aircraft vanished suddenly from radar scopes at 10:32 a.m. Wednesday, some 40 miles northwest of Key West and 180 miles north of the Cuban coast.

It was there that debris was sighted this morning by the



Capt. Joe Hyde, Jr.

searching Coast Guard cutter *Nemesis*.

By 11:30 a.m., divers from the Navy salvage vessels *Petrel* and *Shrike* were on the sunken wreckage and had confirmed that the pilot was not in the cockpit.

At La Grange, Ga., Hyde's home, his mother clung to the belief that her 33-year-old much-decorated son was "living somewhere."

Navy and Coast Guard planes and surface craft entered into a search for the pilot. But a Navy spokesman said, "I don't hold much hope for him."

During the morning, a rumor

popped up that a parachute had been sighted, but the Navy denied it.

Both the Defense Department in Washington and the Strategic Air Command headquarters at Omaha, Neb., said there was no evidence that the sleek, one-man plane which flies at altitudes of more than 75,000 feet, had met with hostile action over Cuba.

It appears, SAC said, that a mechanical failure brought the weird-looking, glider-like craft plunging from the stratosphere in which it operates.

Otherwise, everybody was
(Continued on Page 2)

LAS VEGAS REVIEW JOURNAL

22 NOV 63

MISSING PILOT

(Continued from Page 1) tight-lipped about the plane's mission. Hyde's parents, too, wouldn't say anything about it for fear that it would "jeopardize his record" of which they are so proud. Only the cream of the Air Force pilots fly the U2.

There was no comment from the Cuban radio beyond the bare mention that the plane, "which might have been on reconnaissance activities over Cuba," had crashed, presumably because of "a mechanical fault."

The U2, virtually a sailplane

with a monstrous jet engine that boosts it to high, then altitude, broke spectacularly into the news in May 1960, when Francis Gary Powers was shot down over the Soviet Union.

The discovery that the U2s were spying so enraged Soviet Premier Khrushchev that he demanded an apology from President Dwight D. Eisenhower and boycotted a scheduled Big Four summit conference in Paris.

Powers was imprisoned for 21 months, until finally the Soviets agreed to let him go in exchange for the convicted Soviet spy, Rudolf Abel.

It was the U2 which first confirmed the presence of Soviet ballistic missiles in Cuba and brought on the blockade and the U.S.-Soviet showdown in a situation that had threatened to cast the world into nuclear war.

During the blockade, another U2 piloted by Maj. Rudolf Anderson Jr. of Greenville, S.C., was shot down over Cuba—the only known American fatality of that crisis.

The Red Chinese claimed early this month that they shot down a Nationalist Chinese U2 plane near Shanghai. At least nine of the planes have crashed in the United States.

THE WASHINGTON STAR

2 December 1963

Pilot Died in Crash Of U-2, Family Told

LA GRANGE, Ga., Dec. 2 (AP).—A U-2 plane which went down in the Gulf of Mexico November 20 carried the pilot to his death, the Air Force said.

Members of the family of Capt. Joe G. Hyde, jr., said yesterday the Air Force had notified them Saturday that Capt. Hyde went down with the plane after a mission over Cuba.

A Coast Guard cutter found the wreckage of the reconnaissance plane about 40 miles northwest of Key West, Fla., the day after the crash.

CLASSIFIED MESSAGE

20 NOV 1963
ORIG: J. A. CUNNINGHAM JR.
UNIT: OSA/DDS&T
EXT: 5682
DATE: 20 NOVEMBER 1963

37z
~~SECRET~~

ROUTING			
1	DAD	9	SD
2	AD-ast	10	MD
3	DDSH	11	RB
4	DIA	12	
5	OD	13	
6		14	
7		15	
8	SS	16	

RECORDED	DEFERRED	PRIORITY	INITIAL
	ROUTINE	OPERATIONAL IMMEDIATE	INITIAL

TO : [redacted]

FROM: DIRECTOR

CONF:

INFO: OSA 1-15

RYBAT

29640

TO IMMEDIATE [redacted]

INFO

CITE ADIC 6952

RYBAT HBJAYWALK

FOR [redacted] FROM [redacted]

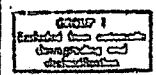
AS OF 2300 HOURS ZULU TIME, THERE IS LITTLE ADDITIONAL TO REPORT ON THE BRASS KNOB LOSS EXCEPT TO SAY THAT IT DEFINITELY WAS KUBARK ACFT ARTICLE 350. NOTHING IN ACFT HISTORY THRU TAKE-OFF THIS MORNING INDICATES WHAT MIGHT HAVE GONE WRONG, JUST THE USUAL MINOR SQUAWKS. PILOT HAS NOT YET BEEN LOCATED THOUGH SEARCH CONTINUES LIMITED ONLY BY DARKNESS. NAVY RECOVERY VESSEL WITH DIVERS IS ON SCENE AND WILL ATTEMPT SALVAGE OPERATION IN

MORNING IN WATER OF LESS THAN 10 FATHOMS DEPTH. ANXIOUS RECOVER PACKAGE PERMIT MEANINGFUL ACCIDENT INVESTIGATION, WHICH WILL GET UNDER WAY IN SAC. KUBARK TO BE REPRESENTED ON THIS BOARD. KELLY JOHNSON DISCOUNTS AUTOPILOT PITCH UP AS CAUSE, SUGGESTS THAT ALTITUDE LOSS OF 67 THOUSAND FEET IN 4 MINS MIGHT INDICATE POWER ON DIVE POSSIBLY CONNECTED PILOT INCAPACITY SOME FORM. CHECKING ALL LEADS

COORDINATING OFFICERS END OF MESSAGE

J. A. CUNNINGHAM JR. RELEASING OFFICER

JR. ~~SECRET~~



AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

Brassknob B.

20 Nov 63

CLASSIFIED MESSAGE

ORIG: JAMES A CUNNINGHAM
UNIT: DAD/OSA
EXT: 5682
DATE: 20 NOV 63

SECRET

ROUTING			
1	DAD/OSA	9	SS
2	AD/OSA	10	SP
3	DD/IS/T	11	MB
4	DEF	12	
5	OD	13	
6		14	
7		15	
8	MD	16	

DEFERRED	PRIORITY	INITIALS
ROUTINE	X OPERATIONAL IMMEDIATE	INITIALS

TO : KWBEIGE
FROM: DIRECTOR
CONF: OSA 1-15
INFO:

PRIORITY

23551

TO IMMEDIATE BEIGE *also will* INFO CACTUS, CARD, COYOTE *HULA* **ADIC** 6923
TO KELLY JOHNSON FROM MR. CUNNINGHAM
IDEALIST

AT 1800Z TIME NAVY DISPATCHED RECOVERY VESSEL WITH 3 DEEP SEA DIVERS ABOARD FOR PROBABLE IMPACT AREA OF MISSION 3777. OIL SLICK HAS BEEN MARKED WITH APPROPRIATE BOUY. DEPTH OF WATER IN PROBABLE IMPACT AREA REPORTED TO BE NOT OVER 9 FATHOMS. WE ARE HOPEFUL THAT WRECKAGE CAN BE SALVAGED WHICH WILL GIVE US A LEG UP IN ACCIDENT INVESTIGATION FOR A CHANGE.

CHIEF
D/OP
<i>DPAG</i>

END OF MESSAGE

DAD/OSA
Brasch
COORDINATING OFFICERS
SECRET
RELEASING OFFICER

SECRET

AUTHENTICATING OFFICER

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Copy No. 9

(b)(3)

20 Nov 63 17 30

CLASSIFIED MESSAGE

ORIG: J. A. CUNNINGHAM, JR.

UNIT: DAD/OSA

EXT: 5682

DATE: 20 NOV 63

~~TOP SECRET~~

ROUTING			
1	DAD/OSA	9	SD
2	AD/OSA	10	SS
3	DD/ST	11	RB
4	DFA	12	
5	DD	13	
6		14	
7		15	
8	MD	16	
RESPONSE	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO : KWWORLD

FROM: DIRECTOR

CONF: OSA 1-15

INFO:

29535

TO IMMEDIATE WORLD

INFO PRIORITY CABLE

CITE ADIC

6911

EYES ONLY

PLS PASS TO COL JACK C. LEDFORD ON ARRIVAL FROM MR CUNNINGHAM, HQS

1. MSN 3777, A BRASS KNOB FLT, WITH EITHER ARTICLE 350 OR 356 IS DOWN IN THE WATER AT 1543Z, 41 NM NORTHWEST OF KEY WEST ON BEARING OF 340 DEGREES FROM KEY WEST. PILOT LT COL JOSEPH HYDE HAD REPORTED EVERYTHING NORMAL AT COP NORTH OF MANTANZAS, CUBA, WHEN HE WAS VERIFIED ON RADAR AT BASE PLUS 19. HE WAS ON COURSE AND ON TIME OVER KEY WEST VOR. APPROX 39 NM NORTHWEST KEY WEST ACFT BEGAN RAPID DESCENT WHICH IN FOUR MINUTES TOOK IT FROM BASE PLUS 19 TO 2000 FEET WHEN RADAR TRACK LOST.

2. HELICOPTER FROM KEY WEST, SA16 FROM HOMESTEAD AFB, AND TWO FIGHTERS ORBITING IN AREA. COAST GUARD CUTTER ENROUTE. EYEBALL OBSERVATIONS ARE THAT ACFT NOT VISIBLE ON WATER. EMPTY LIFERAFT, OIL SLICK, AS WELL AS DEPLOYED OPEN CHUTE HAVE BEEN SEEN. WX IN AREA WAS APPARENTLY NOT A FACTOR, THERE

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 TROY
 CONTROL
 FILE
 TICKLE
 CENTER

Brassknob B

COORDINATING OFFICERS

~~TOP SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No. 10

CLASSIFIED MESSAGE

ORIG: J. A. Cunningham, Jr.
UNIT: DAD/OSA
EXT: 5682
DATE: 20 November 1963

~~SECRET~~

ROUTING	
1	DAD/OSA 9 RB
2	AD/OSA 10
3	DEA 11
4	OD 12
5	/ 13
6	/ 14
7	SS 15
8	SD 16

TO: KWBAIL AND KWSPECTRE
FROM: DIRECTOR
CONF: OSA 1-15
INFO:

RECORDED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

29534

TO: BAIL SPECTRE INFO

CITE ADIC 6910

IMMEDIATE

IDEALIST FROM JIM CUNNINGHAM

1. MISSION 3777, A BRASS KNOB FLIGHT, IS DOWN IN THE WATER 43 NM NORTHWEST KEY WEST FLORIDA AFTER HAVING REPORTED SUCCESSFUL MISSION OVER CUBA AT COAST-OUT POINT NEAR MATANZAS. AIRCRAFT WAS EN ROUTE BACK TO BARKSDALE AFB.

2. THIS WAS AN AGENCY-OWNED AIRCRAFT. NO DIAGNOSIS ON REASON FOR LOSS AS YET. NO INFO ON WHETHER PILOT ALIVE, ALTHOUGH RESCUE AIRCRAFT HAVE SPOTTED DEPLOYED SHUTE ON WATER AND AIRCRAFT.

END OF MESSAGE

Bessant B

COORDINATING OFFICERS

~~SECRET~~

GROUP 1
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downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No.

(b)(3)

20 Nov 63 16 46

~~CLASSIFIED MESSAGE~~

ROUTING

ORIG: J.A. CUNNINGHAM
UNIT: DAD/OSA
EXT:
DATE:

~~TOP SECRET~~

1	DAD/OSA	9	MD
2	AD/OSA	10	SD
3	DE/ST	11	RB
4	DFA	12	
5	OD	13	
6	/	14	
7		15	
8	SS	16	

TO: KWBEIGE KWCOYOTE KWCACTUS
FROM: DIRECTOR
CONF: OSA-1-15
INFO:

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 20 1963	KEYWEST
COMM-FIELD	

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

29532/
RUBIN

FLASH

IMMEDIATE

TO: BEIGE COYOTE CACTUS INFO

CARD

CITE ADIC

6908

Brassknob B

FOR MR JOHNSON AT BEIGE.

FOR COL GREGORY AT COYOTE FROM MR CUNNINGHAM.

MSN 3777 A BRASSKNOB FLIGHT IS DOWN IN THE WATER AT 1543Z

41NM NORTHWEST OF KEYWEST FLORIDA ON A BEARING OF 340° FROM KEYWEST.

PILOT HAD REPORTED EVERYTHING NORMAL AT ^{COP} NORTH OF MATANZAS.

WHEN HE WAS VERIFIED AT BASE + 19, APPROXIMATELY 39 NM NORTHWEST
KEYWEST. BEGAN RAPID DESCENT WHICH IN FOUR MINUTES TOOK ^{ACFT} IT FROM
BASE + 19 TO 2000 FEET WHEN TRACK LOST, AIRCRAFT IS EITHER ART 350
OR 356 AWAITING VERIFICATION FROM SAC. PILOT WAS LT ^{COL} JOSEPH HYDE
USAF.

HELICOPTER FROM KEYWEST, SA-16 FROM HOMSTEAD AFB, AND TWO FIGHTERS
ORBITING IN AREA. COAST GUARD CUTTER ON ROUTE. PRELIMINARY
OBSERVATIONS ARE THAT ACFT NOT VISIBLE ON WATER ~~AND~~ HAVE SEEN
EMPTY LIFE RAFT AND OIL SLICK AS WELL AS UNDEPLOYED OPEN CHUTE.
FURTHER ADVISE AS AVAILABLE. WEATHER IN THIS AREA DOES NOT APPEAR

TO HAVE BEEN CONTRIBUTING FACTOR.

END OF MESSAGE.

JAMES A. CUNNINGHAM
DAD/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

GROUP 1
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downgrading and
declassification

AUTHENTICATING OFFICER

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(b)(1)

(b)(3)

(b)(6)