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Release 2000/05/05 : CIA-RDP71B00590R000100080016-1
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2016-67
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9 January 1967

**BRIEFING MEMORANDUM FOR THE ACTING DEPUTY DIRECTOR FOR
SCIENCE AND TECHNOLOGY**

SUBJECT: A-12 Accident Status Report

REFERENCE: [redacted] 2015-67, 6 January 1967, Subject: "Loss of
OXCART A-12 Aircraft"

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The following is furnished as updating information to referenced
memorandum:

1. The aircraft crash site was located and confirmed at
2306Z (1506 PST), 6 January 1967. It is [redacted]
[redacted] near the small town of [redacted]. The aircraft was
found to be totally destroyed upon impact.

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2. The body of [redacted] the A-12 pilot, was
located at 2200Z (1400 PST), 7 January 1967. He was found in
the pilot's ejection seat which impacted approximately five
miles East of the aircraft wreckage.

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3. After notification of next-of-kin, a final coordinated
press release was made by the Air Force at approximately
11:30 P. M., Eastern Standard Time, 7 January 1967.

4. The investigation of the accident cause and the reason
for the pilot's unsuccessful separation from the ejection seat
is continuing.

SIGNED

PAUL N. BACALIS
Brigadier General, USAF
Director of Special Activities

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6 January 1967

BRIEFING MEMORANDUM FOR ACTING DEPUTY DIRECTOR FOR SCIENCE AND TECHNOLOGY

SUBJECT: Loss of OXCART A-12 Aircraft

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1. Aircraft No. 125 departed [redacted] on 5 January 1967 at 1959Z (1159 PST) on a normal high-altitude training mission. [redacted] was the pilot. Information available at this time indicates that the aircraft crashed approximately 60 miles East of [redacted]. The fate of the pilot is unknown.

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2. The preliminary accident report from [redacted] indicates that at 2356Z (1556 PST) [redacted] reported his aircraft position as 130 miles East of [redacted] with only 4000# of fuel remaining and that fuel was being consumed at an excessive rate. At 2359Z (1559 PST) [redacted] transmissions received by [redacted] indicated a low fuel condition (less than 3000#) and that the aircraft was below 60,000 feet. At 0003Z (1603 PST), [redacted] advised that double engine flame-out was being experienced and that he was ejecting; aircraft position was approximately 67 miles East of [redacted]. The reported aircraft impact point has not been confirmed as that of aircraft 125, nor has it been established that [redacted] was able to successfully eject from the aircraft. Search and rescue operations are continuing. Attached are supporting charts depicting the planned route and key events known at this time.

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3. The following is a summary of [redacted] Project/flying experience:

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- a. Joined Project OXCART on 7 November 1962.
- b. Total flying hours: 3354:53
- c. Total A-12 flying hours: 358:20

4. Necessary "backstopping" to prevent unauthorized disclosures of the accident have been arranged through Hq USAF (AFRDR-P). No releases by the news media are known to have occurred to this time (0700 EST). As appropriate to the circumstances, a coordinated cover story will be released through the Air Force.

5. Appropriately cleared Air Force inspectors have arrived at [redacted] and the accident investigation is underway.

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SIGNED

PAUL N. BACALIS
Brigadier General, USAF
Director of Special Activities

Attachment:
As stated

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- #5 - D/O/OSA
- #6 - OXC/O/OSA
- #7 - RB/OSA (w/o attach)
- #8 - CHRONO (w/o attach)

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