



BRANIFF INTERNATIONAL AIRWAYS FLIGHT 250

11:10 P.M. SATURDAY, AUGUST 6, 1966
FALLS CITY, NE

Primary Sources

- * The Falls City Journal, Bill Schock
- * University of Texas-Dallas at Richardson, Eugene McDermott Library, Special Collections Department, The History of Aviation Collection, The General Aviation Collection.
- * Texas Tech University, The Southwest Collection Archive within the Special Collections Library, Dr. Tetsuya Theodore “Ted” Fujita papers.
- * Family of James Hilliker

BILL SCHOCK

THE FALLS CITY JOURNAL



WAR DEPARTMENT
HEADQUARTERS EIGHTH AIR FORCE
WASHINGTON

3653

3653

MISSING AIRCRAFT REPORT

IMPORTANT: This report will be compiled in triplicate by each Army Air Force organization within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location AAF Station 106; Command or Air Force VIII
Group 384th; 546th Detachment
2. SPECIFY: POINT OF ORIGIN AAF Station 106 Course As Briefed
Intended Destination Marienbourg, Germany Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
C. A. V. U.
4. GIVE: (a) Date 9 April 1944 Time 1546 and Location 54°36'E-09°40'N
of last known whereabouts of missing aircraft.
(b) Specify whether () Last Sighted; () Last contacted by radio;
() Forces down; (X) Seen to crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one () Enemy Aircraft; (X) Enemy Anti-Aircraft; () Other circumstances as follows A/C was struck by flak in root of left wing and wing root caught fire.
6. AIRCRAFT: Type, Model and Series B-17-G; A.A.F. Serial Number 42-31740
7. ENGINES: Type, Model and Series _____; A.A.F. Serial Number (a) SW-008531
(b) SW-008599; (c) SW-008618; (d) 43-61870
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) _____; (b) _____; (c) _____; (d) _____
(e) _____; (f) _____; (g) _____; (h) _____
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
or (b) Non-Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

	Crew Position	Name in Full (Last Name First)	Rank	Serial Number	
1. Pilot	Pilot	Schook, George William	2nd Lt	0-746434	RTO
2. Co-Pilot	Co-Pilot	Gadd, Elliott Leroy	2nd Lt	0-747390	RTO
3. Navigator	Navigator	Mittendorf, Ehrhard (Navy) Jr	F/O	T-61184	RTO
4. Nose Gunner	Nose Gunner	Yeater, James Thomas	S/Sgt	37185385	RTO
5. Radio Operator	Radio Operator	Hawkins, Charles Joseph	T/Sgt	13104473	RTO
6. Top Turret	Top Turret	Shannon, Lucian Glenroie	T/Sgt	37169159	RTO
7. Ball Turret	Ball Turret	Van Gorkom, Lester Wilson	S/Sgt	37037477	RTO
8. Tail Gunner	Tail Gunner	Mitchell, Charles E.	S/Sgt	13015599	RTO
9. Right Flexible Gun	Right Flexible Gun	Hamm, Morton Washington	S/Sgt	34385294	RTO
10. Left Flexible Gun	Left Flexible Gun	Benker, Patrick Dennis	S/Sgt	6871687	RTO

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LOST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted			Check Only One Column		
			by Radio	Last Sighted	Saw	Saw Forced Landing		
1. Eakins, Robert Nathaniel	2nd Lt	0-687011			X			
2. _____								
3. _____								

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) 10 Chutes seen to emerge
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
14. ATTACH EXHIBITS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EVENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE:
* Officer in 547th Bomb Squadron

Date of Report 12 April 1944

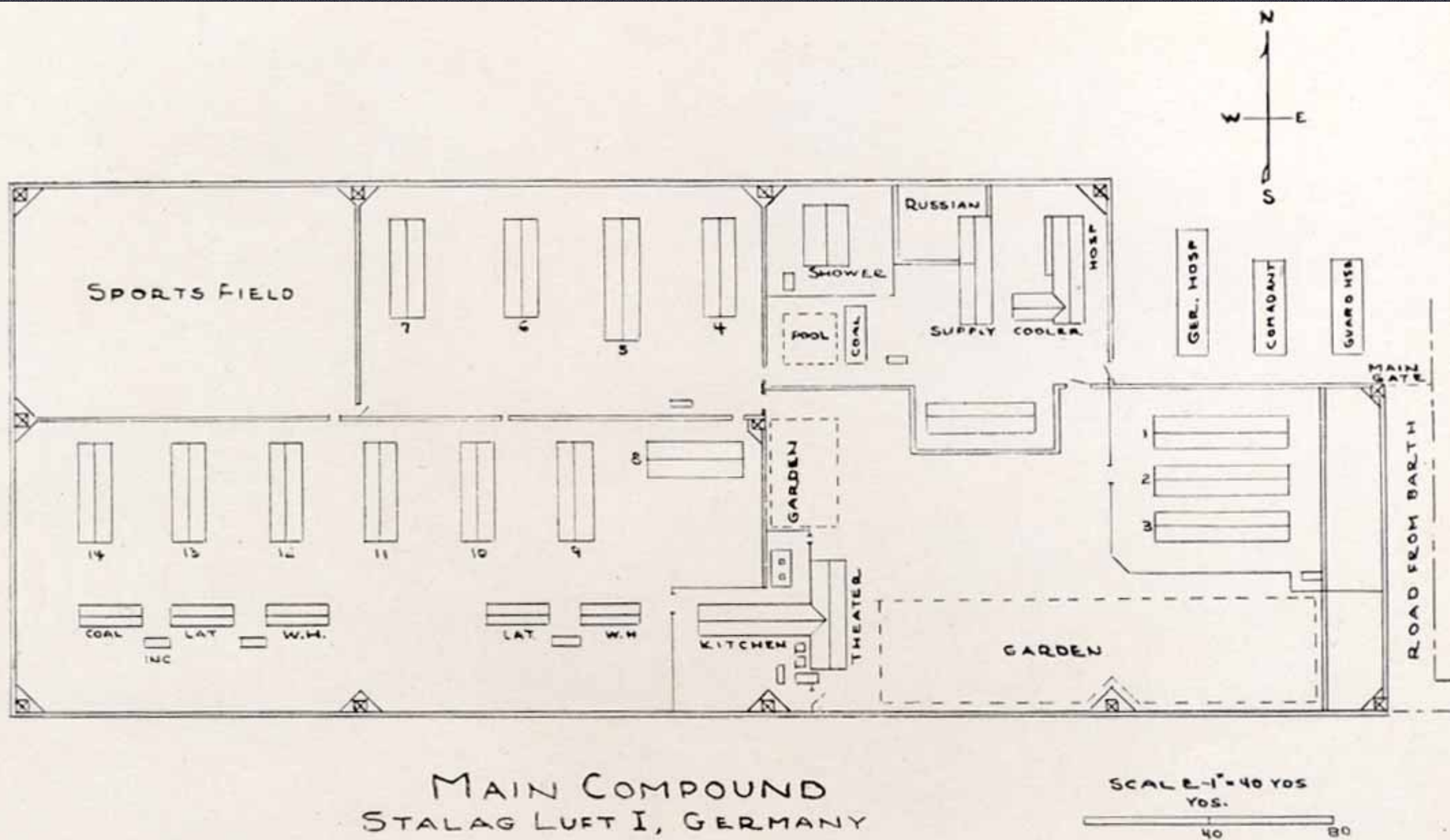
Incl 1

CONFIDENTIAL

J. R. Wyatt
(Signature of Reporting Officer)
J. R. WYATT,
1st Lt, Air Corps

MISSING AIRCRAFT REPORT, 12 APRIL 1944

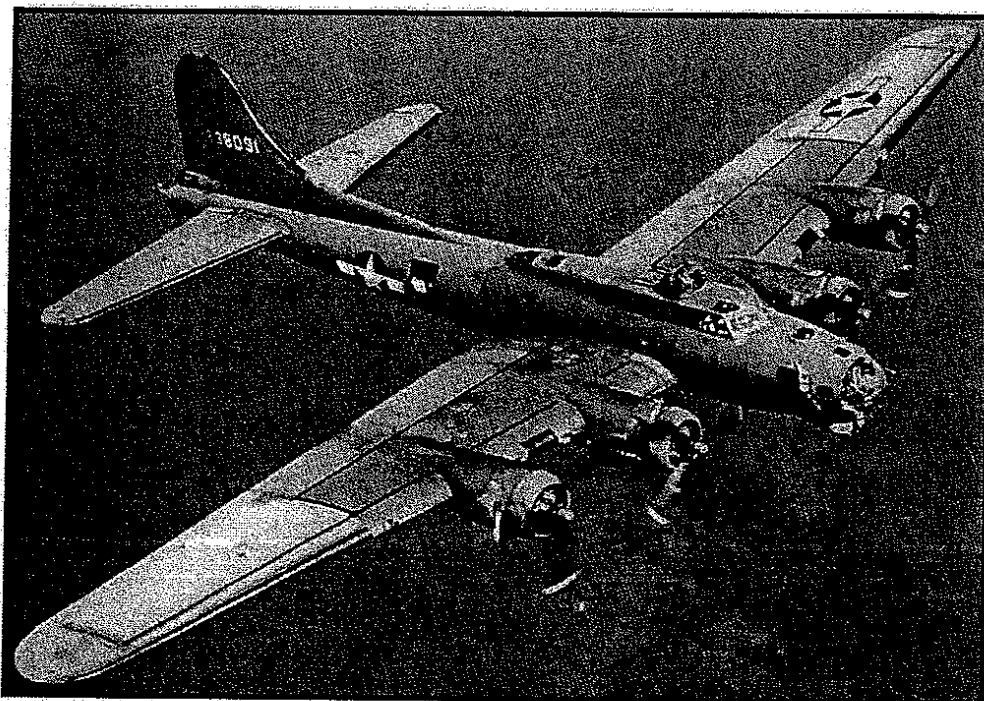
HEADQUARTERS, EIGHTH AIR FORCE, ENGLAND



STALAG LUFT I, GERMANY

1944-45

Thrills, Chills and a Spill



By Bill Schock

AUTOBIOGRAPHY/FC JOURNAL

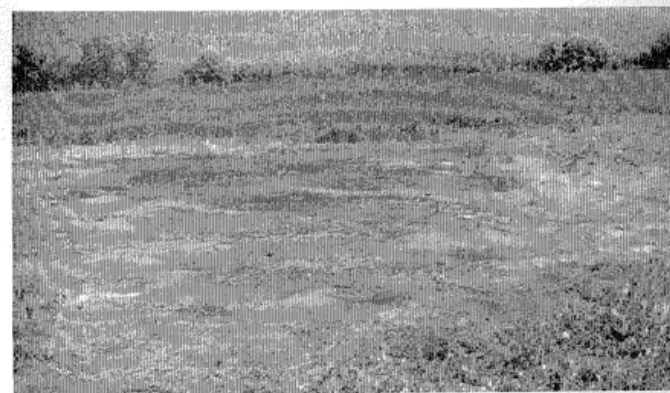
BILL SCHOCK

THE WEATHER
Partly cloudy through Saturday
with showers in the north; low to-
night, near 60; high Saturday,
80-85.

VOLUME 99, No. 192

THE FALLS CITY JOURNAL

THE JOURNAL, FALLS CITY, NEBRASKA, FRIDAY, AUGUST 19, 1966



The deserted crash scene Thursday afternoon . . . the darker area is scorched earth.

Back to Normal After Hectic Days

(By Bill Schock)

The wreckage has been loaded on flatbeds
And the investigators who combed it by day
Have folded their tents, like the Arabs,
And as silently have stolen away.

Our apologies to Henry Wadsworth Longfellow,
but a parody on his words sort of seemed in order.
"The Crash" is history and the last load of
wreckage of the once sleek BAC-111 jetliner now is
in a hangar in Kansas City, where safety technicians
of the civil aeronautics board are continuing their
analysis of why the aircraft came to such an
inglorious end.

It has been an emotional 12 days no one con-
nected with any phase of "The Crash" is likely to
forget. And that includes the Antone Schawangs and
Dennis Bauman and many others who first spotted
"the ball of fire" the night of Aug. 6, the Guardsmen
who helped retrieve the bodies, the morticians and
dentists who assisted in the revolting process of
identifying 42 mangled bodies and the telephone
operators who worked themselves to a frazzle.

So as Falls City screamed itself onto Page 1
of every daily newspaper in this nation on Aug. 7
and 8 so back we are once again to being the county
seat of Richardson county. Where the cooperation
of the weatherman—or perhaps the lack of it—more
often than not is the summer's No. 1 news story.

Basking in the news limelight for a day or two,
terribly tarnished as it was by the shocking loss
of life, was a deep-set experience for a small town
and rural community surrounding it.

A Glance Backward
In retrospect, several aspects of "The Crash"
remain in sharp focus.

Most vivid is the crash scene. To walk in a
pelting rain through the smoking wreckage of an
airliner which only an hour before had been streak-
ing through the sky with 42 persons on board makes
an imprint that is quite indelible. Death in its most
grotesque forms is not something one sees and then
dismisses from his mind. Many men around here
can tell you this is so.

Dawn on that unbelievable Sunday morning in
Tony Schawang's bean field only magnified the

catastrophe. There was the man who maneuvered
past the security force and conducted himself on
a ghastly trip through the wreckage. His tour didn't
last long.

"I don't believe I'll be eating any dinner this
day," he remarked grimly. And he wasn't so
different.

Another memory very poignant is the efficiency
of the three government agencies (the civil aero-
nautics board, the federal aviation agency and the
federal bureau of investigation) which arrived on
the scene while the rural firemen still were
shooting water on occasional patches of flame.

On the Job Quickly

The wet darkness had not given very long
to the post-dawn haze which has a peculiar way
of adding an echo to men's voices even when an
effort is being made to keep them subdued. A
stranger in dark glasses and carrying a clipboard
walked up to the safety patrolman in command.

"I'm Dick Baker of the CAB in Washington and
I am the investigator-in-charge," he informed the
trooper. And he wasn't kidding. He WAS in charge.

It had to be around 6:30 a. m.
Later, your reporter checked out the facts with
Ed Slattery, public information officer for the CAB
and as cooperative a public servant as one is
likely to meet. Slattery said: It went something
like this:

Baker heads one of the CAB's four "Go teams"
in Washington organized for just such a catastrophe.
The teams rotate in an alert status for periods of
a week at a time. All of the members of each
accident investigation team are specialists—and
expert specialists—in their fields.

At approximately 2 a. m. (Washington time) the
morning of Aug. 7, 45 minutes or less after "The
Crash," all of the members of Baker's team were
at their homes, asleep, when the emergency watch
duty officer alerted them to the Nebraska accident.
Had Baker not been at home, he would have been
carrying an electronic device known as "the bellboy"
on his person which would have been triggered by
the duty officer. Had the bell rung, Baker would
have headed for the nearest phone—and fast.

(Continued on Page 6)

**Obscene Letters
May Be at an End**

**Local Youth Attends
Lincoln Conference**

Bob Miller is in Lincoln attend-
ing the sixth annual Nebraska

**Big Victory for
Australian Troops**

A Denial to Story Nurse Dated Speck

Chicago, Aug. 19 (UPI)—A Chicago
neighborhood newspaper said today
that a student nurse who once
lived in the apartment where
Richard Speck is accused of slay-
ing eight nurses is reported to have
dated Speck a few hours before the
slayings.

The Daily Calumet quoted a
former staff member of South
Chicago Community hospital, where
the eight victims worked. Both the
ex-staff member and the student
nurse she named denied the
Calumet's story after it appeared.

Nevertheless, police were report-
ed to be investigating the story.
Much of their evidence against
Speck is based on fingerprints
found in the apartment after the
July 14 slaughter. If it could be
proved that Speck had been in the
apartment as a guest, legal experts
said, it would be a telling point for
Speck's defense.

The Calumet said the former
staff member told two women re-
porters that both she and the
student nurse had dated Speck.

The student nurse, according to
the Daily Calumet, had lived in the
apartment but was "ordered out
of the townhouse for disobeying
dormitory regulations."

The newspaper quoted the ex-
staff member as saying that the
student nurse told her that Speck
"met with her about 5:30 p. m.
Wednesday, July 13, only eight
hours before Speck is alleged to
have begun killing the eight nurses
one by one."

The nurse herself denied she had
ever dated Speck but conceded she
may have seen him because of the
possibility they both frequented
the same South Side bars, the Calu-
met said.

The Calumet's source said the
woman staff member was fired
from her hospital post Tuesday, a
spokesman for the paper said. He
said Albert S. Daniel, hospital
director, said she had been em-
ployed as "a poverty case" but
was fired for "inefficiency." How-
ever, the Calumet spokesman said,
the woman had received two raises
in the last year.

Mrs. Zella Whitney
Buried at Salem

A graveside service was held on
Tuesday at the Maple cemetery at
Salem for Mrs. Zella Pearl Phil-
ney, 82, Falls City, who died on
Friday, Aug. 12, 1966, at the Paw-
nee County hospital following a
stroke.

Mrs. Whitney, the former Zella
Pearle McGrew, was a daughter
of William and Rebecca Ellen Nor-
ris McGrew. She was born Feb.
14, 1884, near Springfield, Mo. As
a child she moved with her par-
ents to Burwell, where she grew
to young womanhood.

In 1907 she was united in mar-
riage to Thomas J. Whitney. The

Georgia Sheriff Says He Never Ordered Charity Road Block

Fort Valley, Ga., Aug. 19 (UPI)—
A charge by a Chicago business-
man that he was stopped at a
roadblock by Peace county de-
puties asking money for the Georgia
Sheriff's Boys' ranch has been de-
nied by Sheriff Reg Mullis.

Ray Newstat, a Chicago chemi-
cal engineer, complained of be-
ing detained with his wife and
three children in a roadblock July
25 on U. S. 341.

He said he thought the officers
were looking for criminals, but
when he reached the head of the
line, a small boy appeared, with
a tin cup, asking for donations.

Newstat said he gave about 50
cents because the armed deputies
"gave the general impression . . .
that if you don't contribute they
might get you on some technical
traffic violation."

Mullis said he never ordered a
roadblock for the boys' ranch.
"I think he (Newstat) must have
been mistaken," Mullis said.

"Maybe he got his counties mixed
up." The sheriff said he would like
to speak with Newstat "to make
sure something isn't going on un-
der my nose that I don't know
about."

Great Lakes Being Purified, Says LBJ

Buffalo, N. Y., Aug. 19 (UPI)—
President Johnson marked his
1,000th day as chief executive today
by campaigning in upstate New
York with a message of progress
in the battle against Great Lakes
pollution.

Opening a five-state, three-day
speaking tour in Niagara Square
here, Johnson said his mission this
week end was in fulfillment of
"every president's duty to tell the
people about his program."

His emphasis on water pollution
was aimed not only at Buffalo, but
the populous industrial complexes
of Cleveland, Toledo, Sandusky and
other cities on Lake Erie.

He said he was proud to report
that the country was well on its
way toward restoring the Great
Lakes to a pure condition.

"We can have the industrial
might of Lake Erie and we can
have a Lake Erie where people
can swim and fish and sail," he
said. "We can have both . . . pure
water and productive industry."

Johnson in his prepared remarks
for Buffalo also announced "a
first major step" in attacking the
pollution of Lake Erie under the
water quality act of 1965. This was
award of a construction contract to
the Rand Development Corp. for
a new, economical type filter sys-
tem to prevent raw pollutants
from entering Lake Erie and to
purify water reaching the lake.

**BAC
ONE-ELEVEN**

is the jet successor to the Viscount,
but it has even better than Viscount economics



AIRLINE

BRITISH AIRCRAFT CORPORATION

ONE-ELEVEN (1-11)

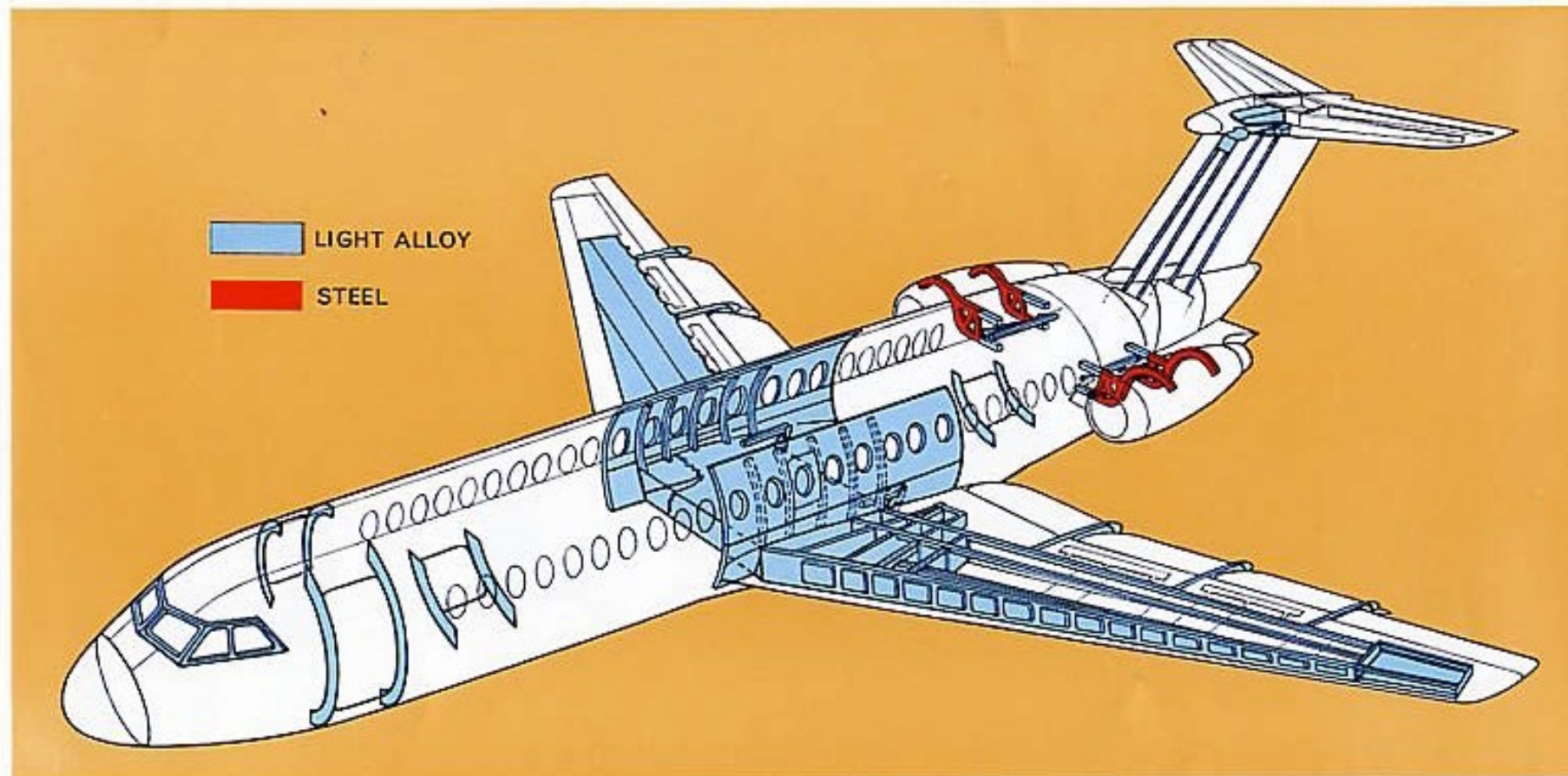
1ST FLIGHT

20-AUG-1963

ORDERS

244

Structural Integrity



THE AIRFRAME STRUCTURE of the BAC One-Eleven follows closely that of the Vanguard and VC10 with extensive use of integrally machined components for smooth load distribution and ruggedness with high standards of safety and minimum weight.

Great attention has been paid to the effects of the arduous duty cycle of intensive short haul operation

with very frequent take-offs, landings and cabin pressurisations.

All materials have been carefully chosen and the best principles of fail safe multiple load path design, coupled with low working stress levels, used to achieve a long trouble-free working life, and low airframe maintenance costs.

Substantial tooling and extensive quality control ensure accurate components with high standards of interchangeability.

Integrity and reliability are established by directly relevant experience from the production of over 500 civil turbine transports and comprehensive test programmes.

PROJECT

BAC 1-11

STRUCTURAL INTEGRITY

DATE

BUILT BEYOND BRITISH AND AMERICAN STANDARDS



BAC 1-11 N1547 AT HURN, ENGLAND, WITH BN STEWARDESSES

JUST BEFORE THE GREAT SHAKEUP

BRAND NEW



**FIRST BAC 1-11 FOR
BRANIFF ON THE FLIGHT
LINE AT HURN**



BAC 1-11 ENGINE START

HOLD YOUR EARS

A DUSTY LITTLE AIRLINE

BRANIFF AIRWAYS

1964: GREAT AMERICA BUYS BRANIFF

HARDING LAWRENCE, AN
EXECUTIVE VICE PRESIDENT
AT CONTINENTAL IS HIRED
AS CEO/PRESIDENT OF BN.



LAWRENCE HIRES MARY WELLS

TO SHAKE THE DUST OFF THE
DUSTY TEXAS AIRLINE



The end of the plain plane, explained.

It's obvious that our airplanes look—well—different than other airplanes.

Nor so obvious, perhaps, is why we made them look different.

You see, all airplanes look pretty much the same. And it was this monotonous sameness that we were trying to get away from.

(Ooooooh, how those 3-hour plane rides can bore you. Especially if you're a guy who travels a lot for his living.)

Painting our airplanes different colors was a step in the other direction.

We also changed the fabrics on the seats, the uniforms our hostesses wear, our powerjet lounges,

our food service.

The list goes on and on.

In fact, we've made 12,543 changes in our airline so far. (This includes the small ones, like the rather unifying change we made in the package that holds the sugar for your coffee.)

Since no other airline has ever gone so far, so much

usable before, you may still not understand why we did.

But even if you can't understand it, you can relax and enjoy it.

Braniff International

United States Mexico South America



EASTER EGGS

FLYING COLORS



CHA CHA CHA!

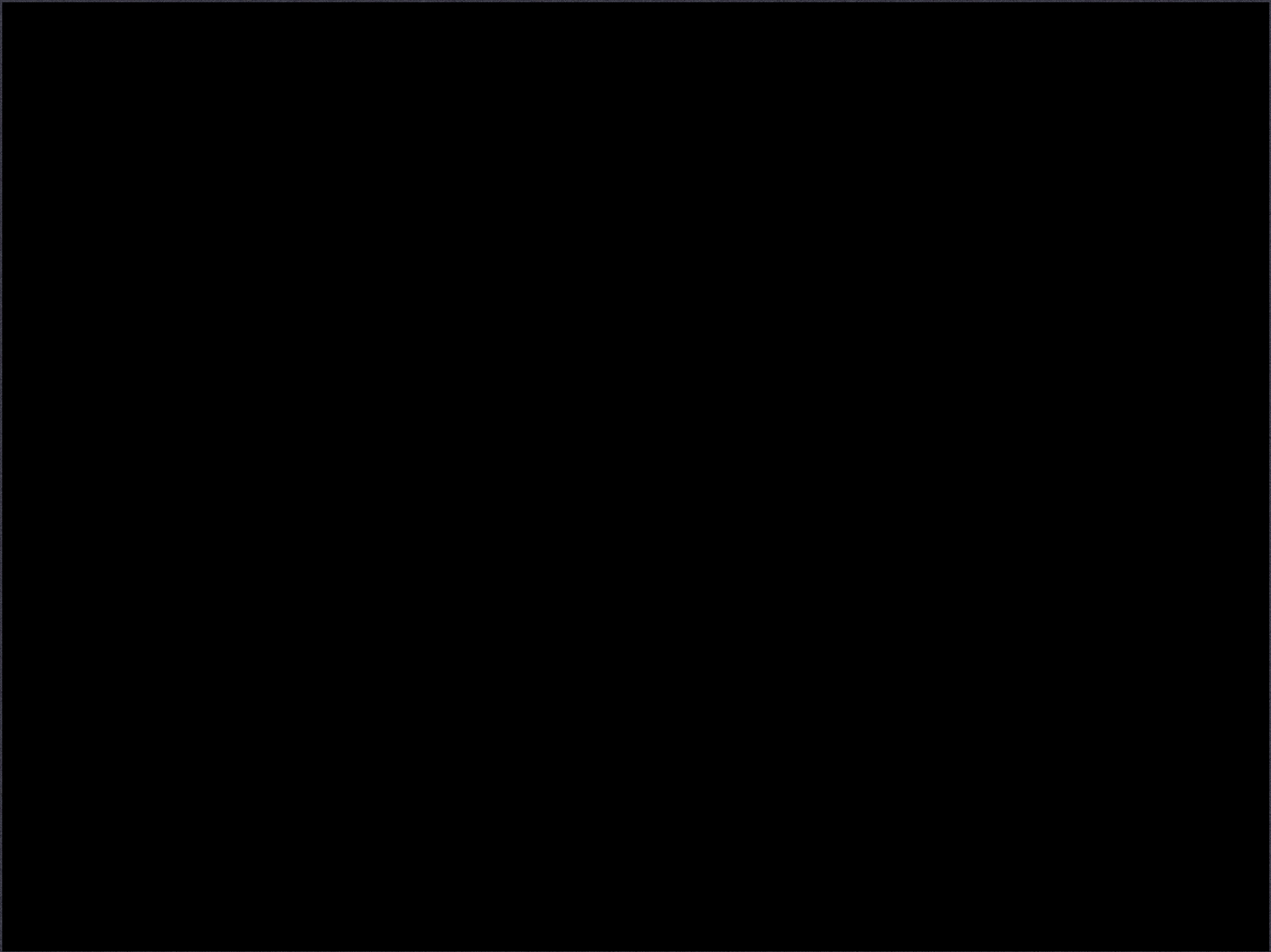
THE END OF THE PLAIN PLANE

THIS IS
BRANIFF INTERNATIONAL
UNITED STATES MEXICO SOUTH AMERICA



THE AIR STRIP

VISUALIZED



THE AIR STRIP

EMILIO PUCCI GETS CREATIVE



BRANIFF INTERNATIONAL

AIR STRIP REALITY

WHAT THEY ACTUALLY WORE



ALEXANDER GIRARD | SANTA FE, NM

INTERIORS/EXTERIORS OF AIRCRAFT, AIRPORTS AND FABRICS AND PRINTS

NEW NON-STOP TO SOUTH AMERICA
 New York* Lima
 New York* Bogota
 New York* Panama
 Miami • Lima
 Miami • Bogota

BRANIFF INTERNATIONAL
 UNITED STATES MEXICO SOUTH AMERICA



BRANIFF INTERNATIONAL

UNITED STATES MEXICO SOUTH AMERICA

SYSTEM TIMETABLE EFFECTIVE

APRIL 24, 1966



See the
 Air Strip
 between
 New York
 and
 Dallas

8 Flights Daily.
 Seats on sale now.

Braniff International

BRANIFF INTERNATIONAL AIRWAYS

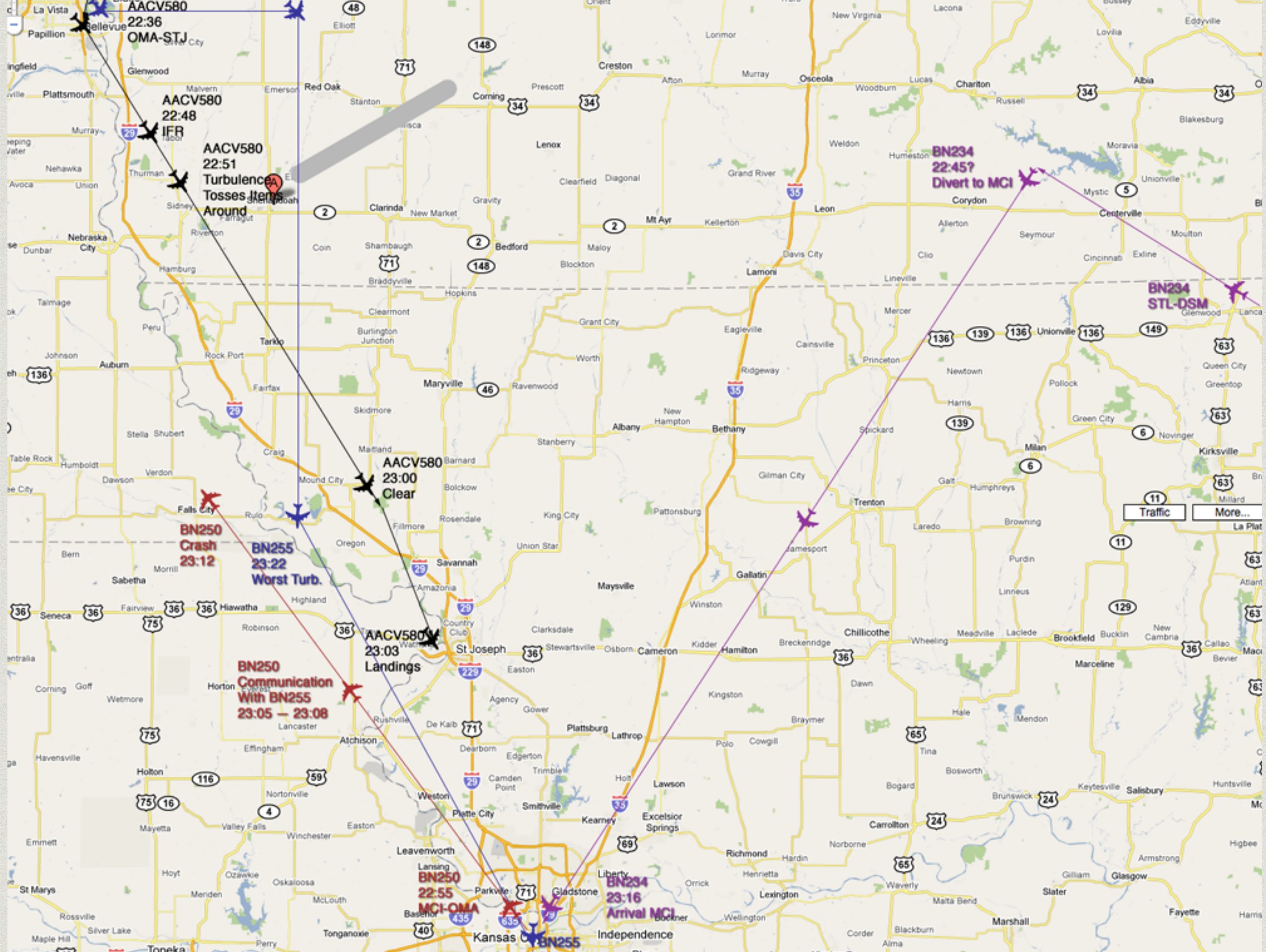
FLIGHT 250 DAILY SCHEDULE

NORTHBOUND SCHEDULES - U.S.

READ DOWN

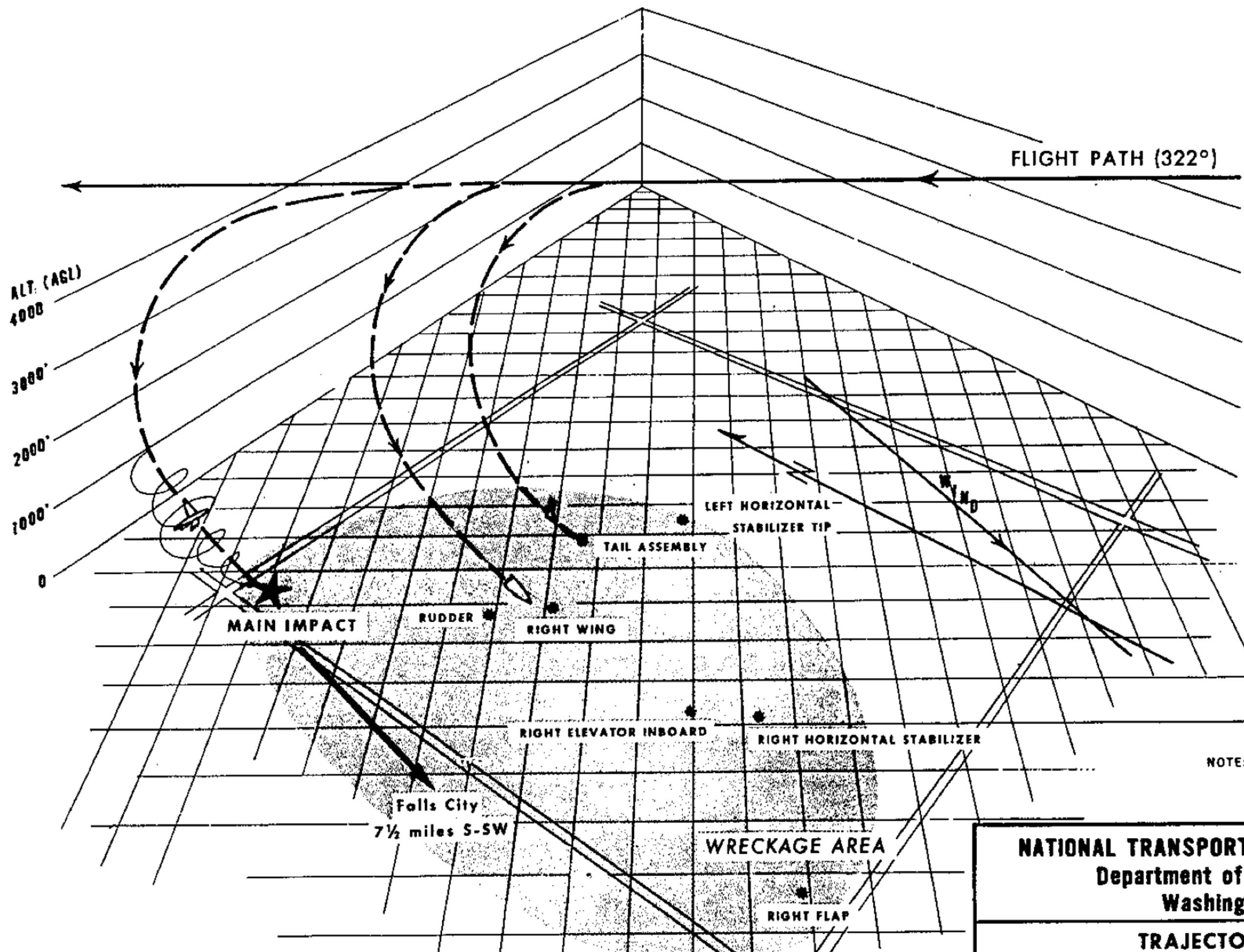
ARRIVALS AND DEPARTURES ARE SHOWN IN LOCAL TIME AS

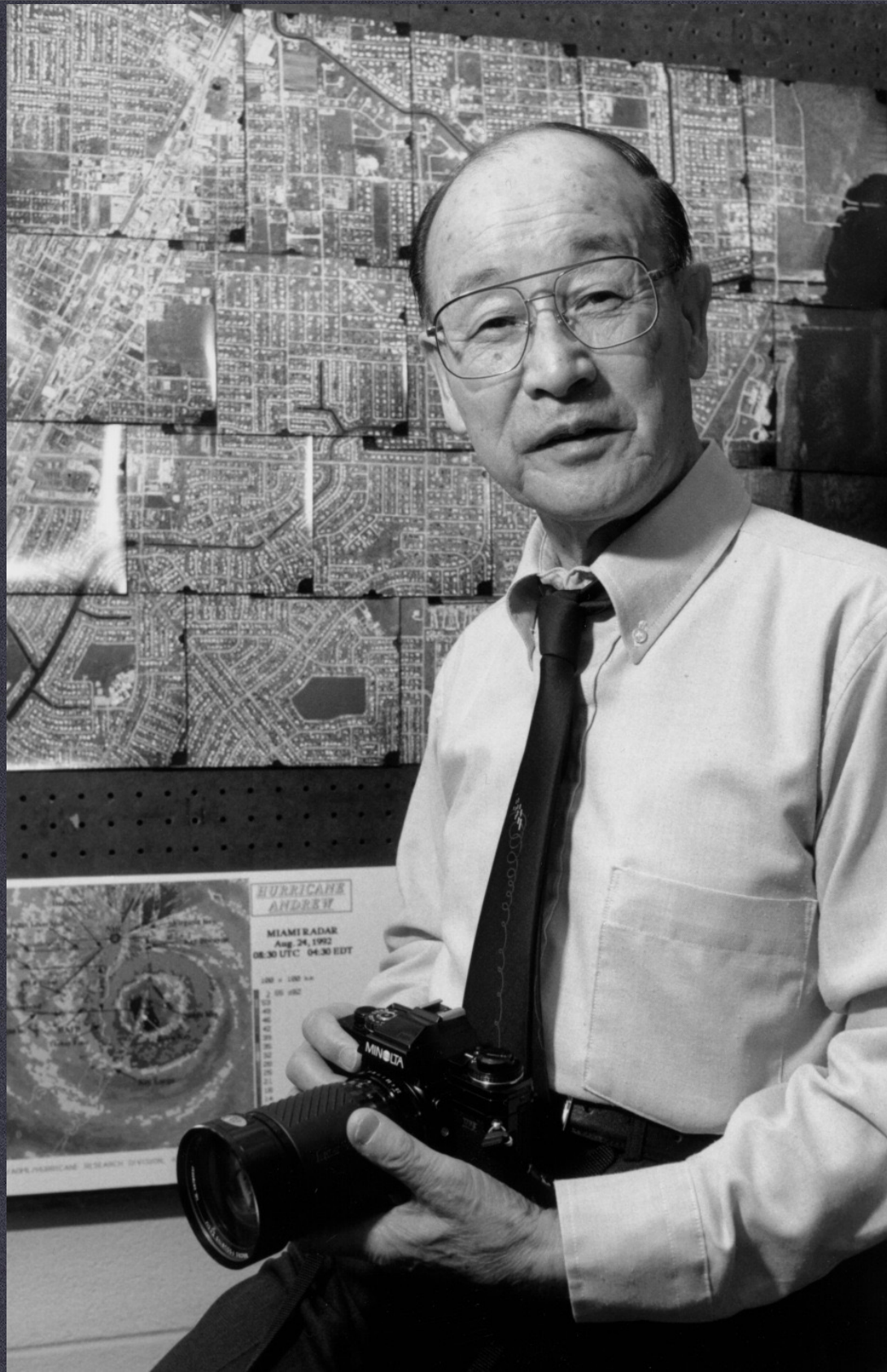
JET BAC One-11 258 F/Y	JET BAC One-11 233 F/Y	JET BAC One-11 253 F/Y	JET BAC One-11 255 F/Y	JET BAC One-11 250 F/Y	Convair 548 TN	Electra II 140 A/T	Convair 338 A	Convair 378 A	EQUIPMENT FLIGHT NUMBERS CLASS OF SERVICE
Ex. Sa.	Ex. Sa.	Ex. Sa.	Sa.		Ex. Sa.	Ex. Sa.			DAY OPERATED (Daily if Blank)
				D 6 30 7 25 7 40					Lv Acapulco + (CST) Lv
									Ar Mexico City + " Ar
									Lv New Orleans " Lv
									Ar Shreveport " Ar
									Lv Brownsville " Lv
									Ar Corpus Christi " Ar
									Lv San Antonio " Lv
									Ar Austin, Tex. " Ar
									Lv Houston " Lv
									Ar Fort Worth " Ar
									Lv Dallas " Lv
									Ar Fort Worth " Ar
									Lv Wichita Falls " Lv
									Ar Lubbock " Ar
									Lv Memphis " Lv
									Ar Little Rock " Ar
									Lv Fort Smith " Lv
									Ar Oklahoma City " Ar
									Lv Tulsa " Lv
									Ar Oklahoma City " Ar
									Lv Amarillo (CST) Lv
									Ar Colorado Springs (MDT) Ar
									Lv Denver (MDT) Ar
									Ar Wichita (CST) Ar
									Lv St. Louis (CDT) Lv
									Ar Kansas City (CST) Ar
									Lv St. Louis (CDT) Ar
									Ar Chicago " Ar
									Lv Des Moines " Ar
									Ar Waterloo " Ar
									Lv Rochester (CDT) Ar
									Ar Omaha (CST) Ar
									Lv Sioux City (CDT) Ar
									Ar Sioux Falls (CST) Ar
									Lv Minneapolis-St. Paul (CDT) Ar
258	233	253	255	250	548	140	338	378	FLIGHT NUMBERS



Cockpit Voice Recorder

- * First accident ever to be recorded after US mandate.
- * Flight Data Recorder destroyed.





DR. TETSUYA THEODORE "TED" FUJITA

MR. TORNADO

The Discovery of the Downburst: T. T. Fujita's Contribution



James W. Wilson

ABSTRACT

T. Theodore Fujita proposed the existence of a small-scale diverging wind field at the surface. He also proposed that it was responsible for a number of aircraft accidents. This paper describes the scientific discoveries Fujita made documenting the phenomenon that he named the downburst. It describes events that led to the remarkable saving of lives because of the discovery of the downburst. It is also intended to honor himself.

1. Introduction

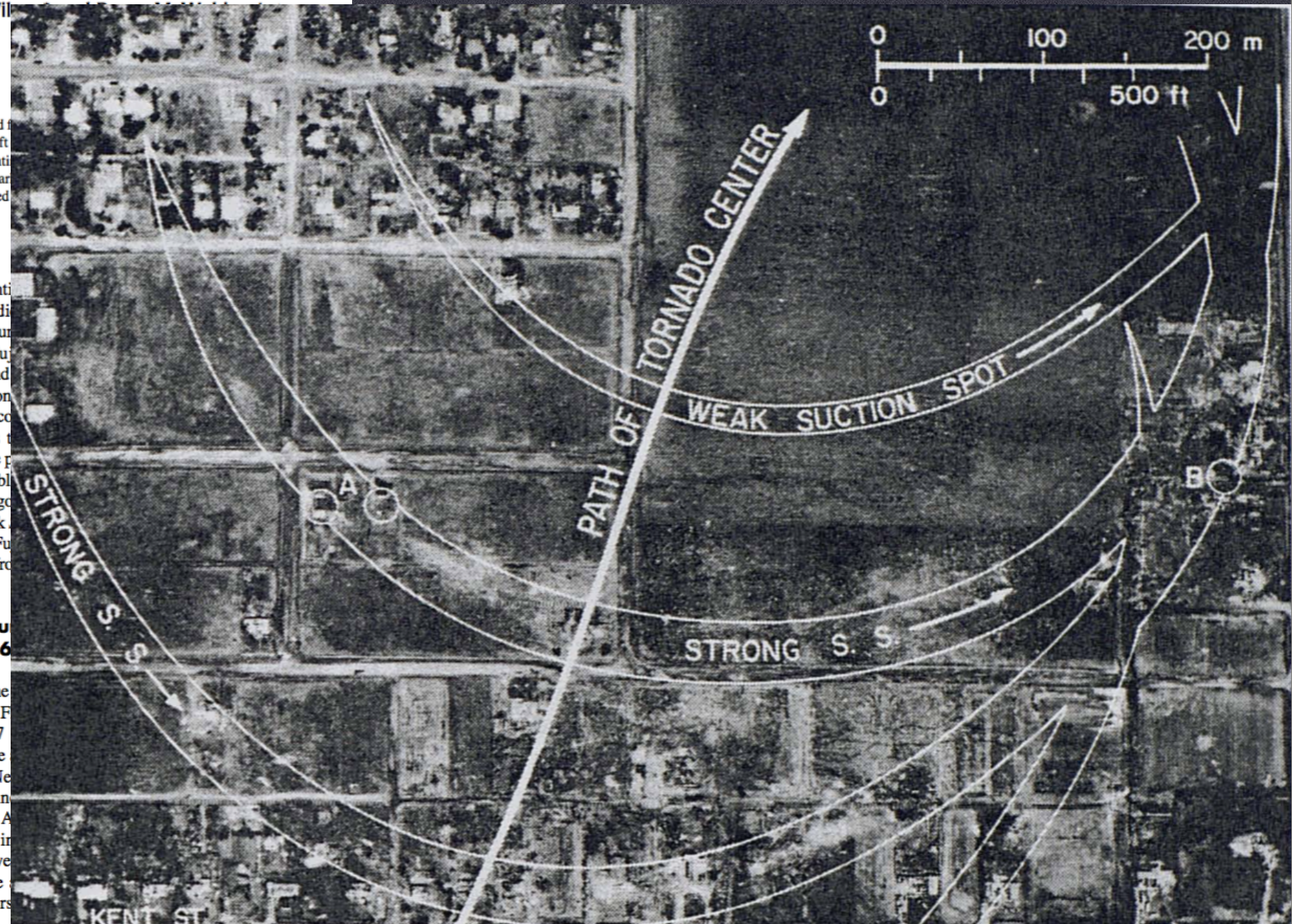
T. Theodore Fujita was the scientific genius behind the discovery of the convective weather phenomenon called the downburst. The subsequent research on this wind shear event and transfer of this knowledge into the aviation community have benefited the whole of society and must be considered one of the major, rapid payoff, success stories in the atmospheric sciences. There is little question that many lives have been saved from potentially deadly aircraft crashes associated with downburst wind shear. The history of the convective downburst, starting with the mysterious crashes of aircraft that no one could initially explain, to intense research and scientific understanding and, ultimately, to an engineering solution, is documented in this paper and in Serafin et al. (2000).

The purpose of this paper is to give our perspective of the role Fujita played in the discovery of the downburst, to provide some insight into Fujita's in-

genious scientific ability, and to indicate the importance of downburst research to the aviation community. To witness Fujita's discovery of the downburst and to see the subsequent research on this phenomenon extensively on published accounts of his activities. Among these publications are the book by Fujita and the University of Chicago Press, "The Book of Tornadoes" (1987), which provides insight into Fujita's life and work.

2. Downburst Flight 66

On 24 June 1982, a Boeing 727-200 of Eastern Airlines crashed while attempting to land at New York's John F. Kennedy International Airport. The aircraft was on the final approach for Runway 112 and in the midst of a steep descent. While there were no reports of storms in the area, there was no understanding of the downburst phenomenon at the time.



*National Center for Atmospheric Research, Boulder, Colorado; the National Center for Atmospheric Research is sponsored by the National Science Foundation.

†University of California, Los Angeles, Los Angeles, California
Corresponding author address: Dr. James Wilson, NCAR/ATD, P.O. Box 3000, Boulder, CO 80307.

E-mail: jwilson@ucar.edu.

In final form 22 June 2000.

©2001 American Meteorological Society

TORNADO AND MICROBURST RESEARCH

DR. TED FUJITA

EF Scale

A Recommendation for an

ENHANCED FUJITA SCALE (EF-Scale)

Submitted to

Service

ers

Table 5

EF-Scale Wind Speed Ranges Derived from Fujita-Scale Wind Speed Ranges

Fujita Scale			EF Scale	
Fujita Scale	Fastest 1/4/-mile Wind Speeds, mph	3-Second Gust Speed, mph	EF Scale	3-Second Gust Speed, mph
F0	40 - 72	45 - 78	EF0	65 - 85
F1	73 - 112	79 - 117	EF1	86 - 109
F2	113 - 157	118 - 161	EF2	110 - 137
F3	158 - 207	162 - 209	EF3	138 - 167
F4	208 - 260	210 - 261	EF4	168 - 199
F5	261 - 318	262 - 317	EF5	200 - 234

WIND SCIENCE AND ENGINEERING CENTER

Texas Tech University

Lubbock, Texas 79409-1023

Dr. Fujita's Publications Regarding BN250

- * ***Three reports:***

- * Fujita, T., 1966a. Detailed investigation of mesometeorological conditions of the squall line of August 6-7, 1966 which crossed the air route between Kansas City, Missouri and Omaha, Nebraska, part I: Text and figures: Prepared for British Aircraft Corporation (U.S.A.), Inc., 29 pp. [November, 1966]
- * Fujita, T., 1966b. Detailed investigation of mesometeorological conditions of the squall line of August 6-7, 1966 which crossed the air route between Kansas City, Missouri and Omaha, Nebraska, part II: References – Reproductions: Prepared for British Aircraft Corporation (U.S.A.), Inc., 30 pp. [November, 1966]
- * Fujita, T., 1967a. Detailed investigation of mesometeorological conditions of the squall line of August 6-7, 1966 which crossed the air route between Kansas City, Missouri and Omaha, Nebraska, part III: Turbulence in relation to the squall line: Prepared for British Aircraft Corporation (U.S.A.), Inc., 27 pp. [March, 1967]

Investigation

AIRCRAFT ACCIDENT REPORT

Adopted: April 18, 1968

BRANIFF AIRWAYS, INC.

BAC 1-11, N1553

NEAR FALLS CITY, NEBRASKA

AUGUST 6, 1966

NATIONAL TRANSPORTATION SAFETY BOARD
DEPARTMENT OF TRANSPORTATION
WASHINGTON D.C. 20591

“The Board determines that the probable cause of this accident was inflight structural failure caused by extreme turbulence during operation of the aircraft in an area of avoidable hazardous weather.”

PROBABLE CAUSE

BRANIFF 250

THANKS FROM THE FBI

J. EDGAR HOOVER
SEPT. 26, 1966

OFFICE OF THE DIRECTOR



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

September 26, 1966

Mr. Walter Henshel
Vice President - Public Relations
Braniff International
Exchange Park
Dallas, Texas 75235

Dear Mr. Henshel:

I have seen your letter to Mr. Ganley of September 16th, and it was indeed thoughtful of you to write concerning the assistance you received from this Bureau during the investigation of the August 6th crash of one of your airliners.

You may be sure we are always willing to extend whatever help we can in the hope of alleviating the heart-break attendant upon such tragic occurrences, and my associates appreciate, as I do, your generous remarks.

Sincerely yours,

J. Edgar Hoover



PHOTOS

SOME MAY BE DISTURBING.



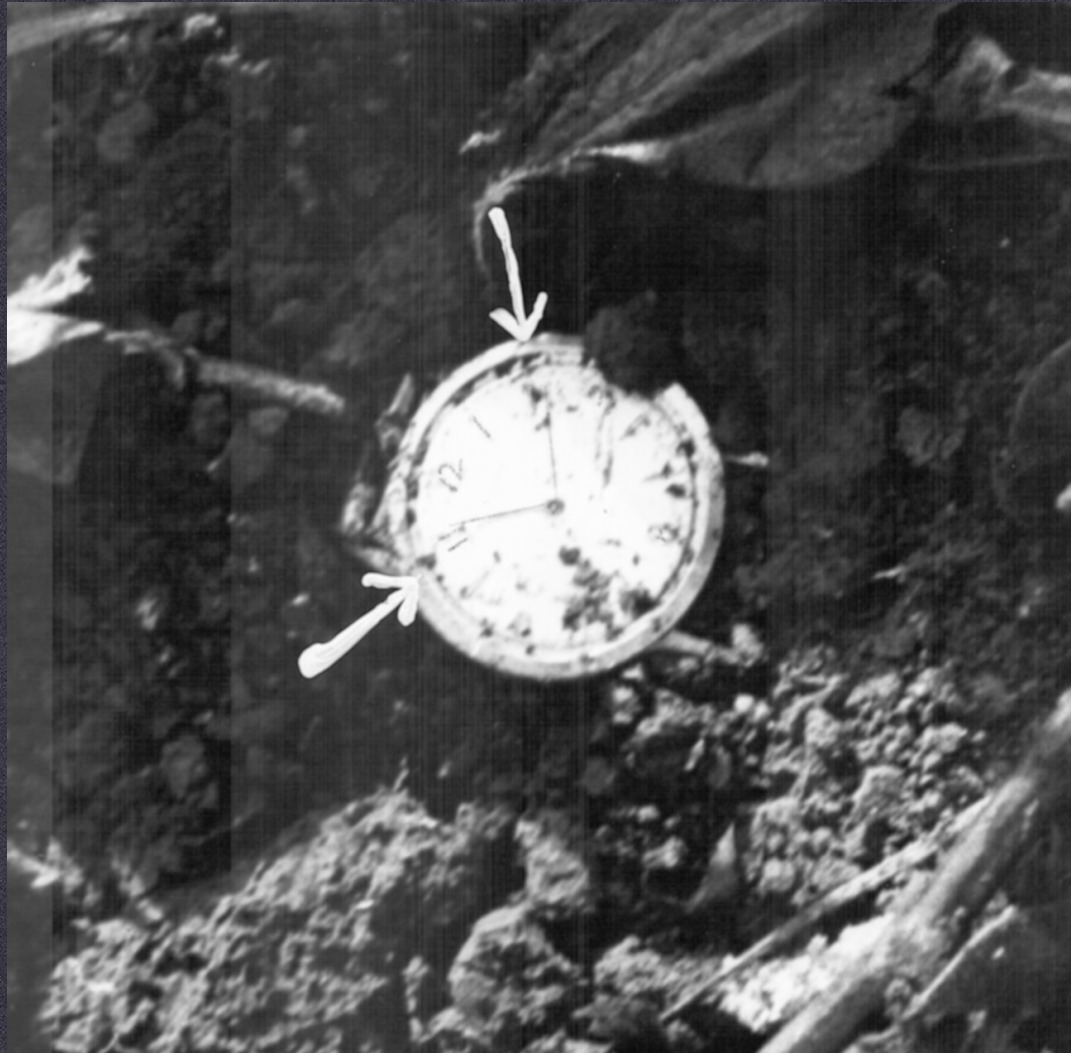
BAC 1-11 N1553

**MINNEAPOLIS- ST. PAUL INTERNATIONAL AIRPORT
SUMMER 1966**



BAC 1-11 N1553

DALLAS LOVE FIELD, SUMMER 1966



**WATCH STOPPED AT TIME OF
IMPACT; FOUND AT SITE.**

BILL SCHOCK, FCJ



FL250'S NOSE SECTION, TOP

TAKEN ON FIRST ARRIVAL AT SITE



COCKPIT AND FRONT DOOR

ALSO TAKEN ON FIRST ARRIVAL AT SITE



DAWN BREAKS; COCKPIT ROOF

TAKEN JUST AFTER SUNRISE



WRECKAGE; COCKPIT ROOF

SHOWS ALEXANDER GIRARD-DESIGNED SEATS



GENERAL WRECKAGE VIEW

ARMY TRUCK AND SEARCHERS BEHIND



SURVEYING THE SITE

FIRST RESPONDERS



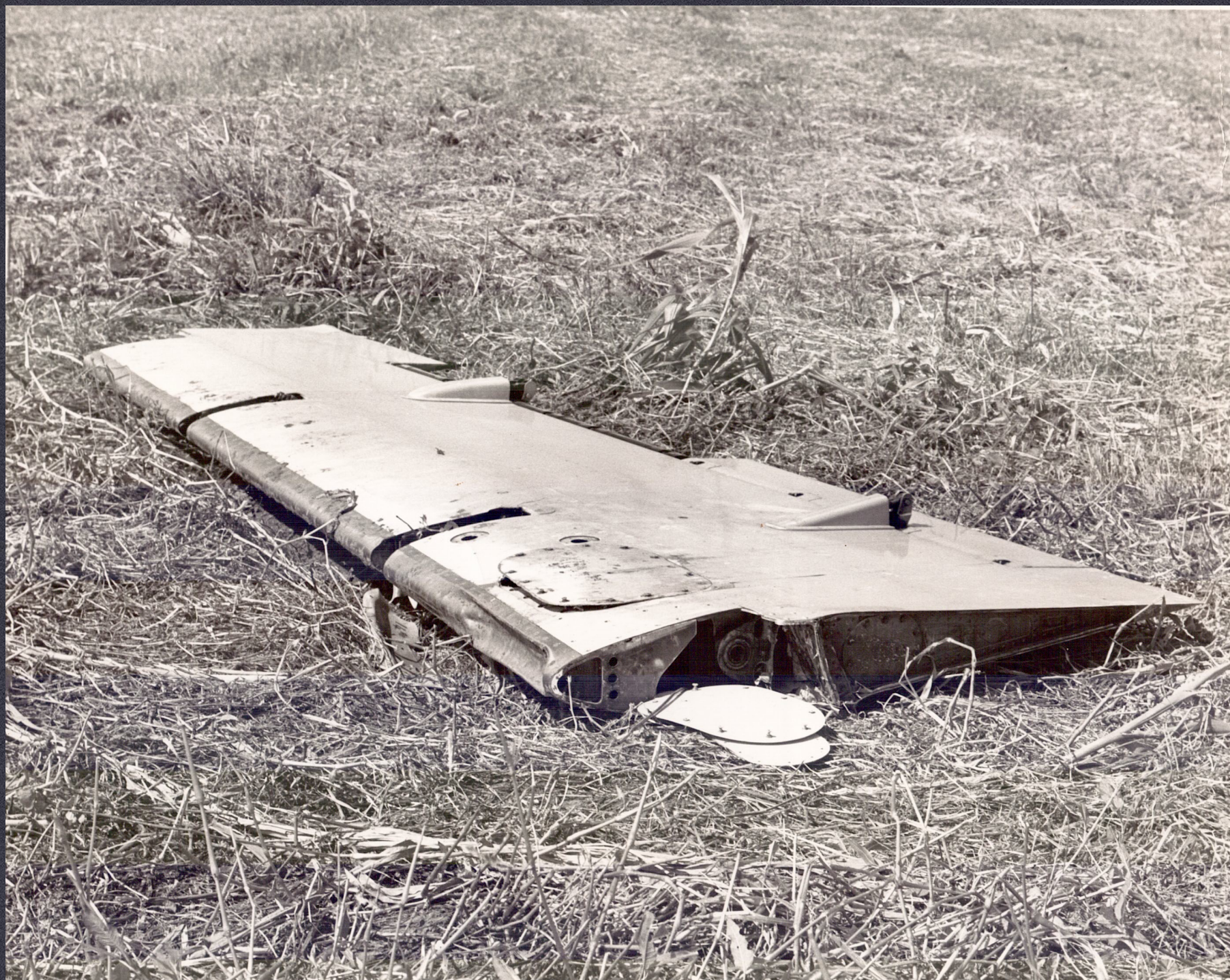
TROOPER FILMING SITE

STANDING ON NO. 1 (LEFT) ROLLS-ROYCE SPEY ENGINE



RIGHT WING, UPSIDE DOWN

ONE OF FIRST PIECES TO SEPARATE FROM THE AIRCRAFT



LEFT ELEVATOR

FAR FROM MAIN CRASH SITE



AERIAL SITE PHOTOS

ARMY HELICOPTER WITH
BILL SCHOCK AS PHOTOGRAPHER



FLYING NORTHWEST

SITE IN UPPER RIGHT



FARM AND SITE

655 / 714 INTERSECTION



RIGHT WING LANDING SPOT

NOTICE HOW MUCH IT SLID FORWARD



RETRIEVING EMPENNAGE

BEGINNING THE INVESTIGATION



SITE ALMOST CLEANED UP

NEARLY 12 DAYS POST-CRASH



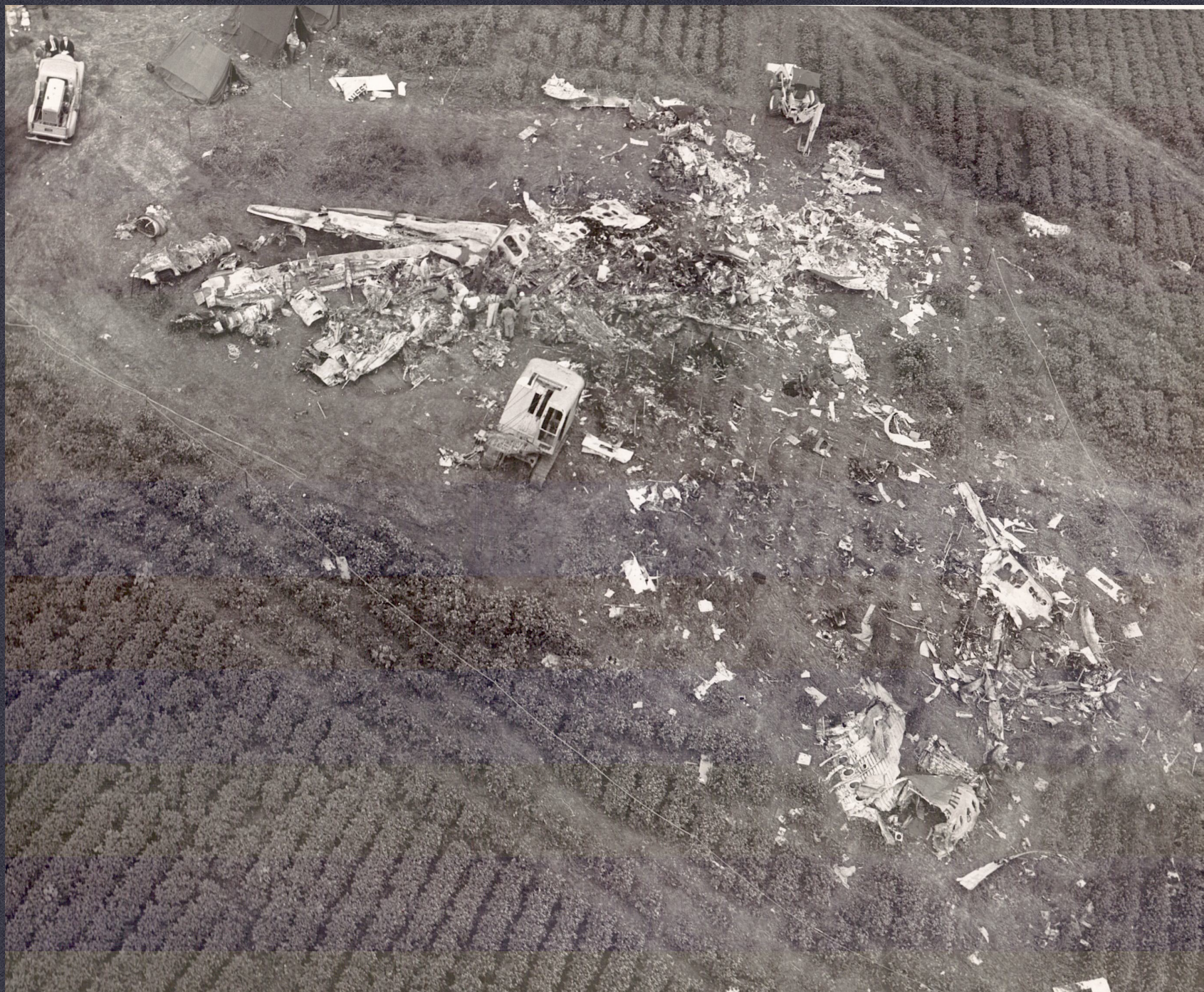
DIFFERENT ANGLE

LOOKING NORTHEAST



CLEANUP DETAIL

SITE NEAR END OF ORDEAL



LOOKING TO THE SOUTHEAST

WING REMAINS

CAPTAIN DON PAULY



CAPT. DONALD G. PAULY - 24 year pilot, 550 hours on the One-11,
total flight log 20,768 flight hours

address: 5524 Columbus Ave., So. Minneapolis

survived by wife Gloria and 4 children, Donald Jr., 21; Linda, 19; Noel, 15;
~~Harold~~ Earl, 13

FIRST OFFICER JIM HILLIER



FIRST OFFICER JAMES A. HILLIER * been with company since 1943 in operations
then pilot in January, 1956 ---- has 685 hours flying the One-11
address: 10333 1st Ave., Bloomington, Minnesota
survived by wife Patricia L, and 4 children, Daniel J. 15; Kathleen, 12;
Timothy, 9; and David, 8.

ADDITIONAL INFO

FOR JIM HILLIKER

JAMES A. HILLIKER - SECOND OFFICER - MSP

Employment Date: 7-29-43

Twenty Year Pin Due: 7-29-63

Home Address: 10333 1st Avenue; Minneapolis 20, Minnesota

7-29-43 - Cargo Handler - MSP

12-15-43 - Operations Clerk - MSP

5-15-44 - Military Leave of Absence

4-9-48 - Station Agent Trainee returned from LOA - MSP

4-25-48 - Station Agent - HCN

6-28-48 - Station Agent - MSP

7-1-54 - Senior Station Agent - MSP

10-1-54 - Agent-in-Charge - MSP

> 1-17-56 - Flight Engineer-in-Training - DAL

3-24-56 - Flight Engineer - DAL

5-1-56 to 8-1-62 Spent various times as First & Second Officer - MSP

8-1-62 - Second Officer - MSP

66
43
23

HOSTESS SHARON HENDRICKS



HOSTESS SHARON EILEEN HENDRICKS

from Sawyer, North Dakota - graduated from high school in Sawyer;

daughter of Mr. and Mrs. A. F. Hendricks (recently moved to Tacoma, Washington
and address not ascertained);

4325 South G. St.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

her birthdate, Aug. 3, 1945

Joined Braniff October 25, 1965 and was based in Dallas
until her transfer to Minneapolis, Minn. hostess base June, 1966

SHARON JOINS BRANIFF

PR DETAIL SHEET

DJ/
12-1-65

PUBLICITY RELEASE

NAME SHARON Eileen HENDRICKS
PRESENT ADDRESS Executive Inn BLANTON TOWER PHONE NO. 445 5228
DATE EMPLOYED BY BRANIFF AIRWAYS 10-25-65 CLOCK NO. 20744
PREVIOUS EMPLOYMENT Mullins Broadcasting - KBTU in Denver
AGE 20 DATE OF BIRTH 8-3-45 WEIGHT 135 HEIGHT 5'8"
COLOR OF HAIR lt. Brown COLOR OF EYES Blue
COLLEGE _____
MAJOR _____ DEGREE OR NO. OF YEARS _____
SPANISH _____ FOREIGN LANGUAGES LATIN - 2 years
SPECIAL AWARDS, HONORS, OR SORORITIES Val. of high school
graduating class, editor of yearbook, state speech contest winner
PARENTS NAME MR & MRS AL F. HENDRICKS
HOME ADDRESS RURAL Rte #1
CITY SALUYER, No. DAKOTA
FATHER'S OCCUPATION CARPENTER
HOME TOWN NEWSPAPER (Editor, if known) "Minot Daily News" in
Minot, No DAKOTA & BISMARCK TRIBUNE in Bismarck, N. Dak.

70-FC-687

HOSTESS GINGER BRISBANE

HOSTESS GINGER ELAINE BRISBANE

from Minneapolis, Minn.

daughter of Mr. and Mrs. R. A. Brisbane, 5136 14th Ave. So., Minneapolis

born Minneapolis --- April 19, 1945

graduated from Washburn High School - Minneapolis, 1963

Attended Mankato State College, Univ. of Minnesota

Joined Braniff Oct. 27, 1965 - based at Dallas

both girls trained together at Dallas, graduated from sale class,
transferred to Minneapolis Base in June, 1966 and were roommates



GINGER JOINS BRANIFF

PR DETAIL SHEET

12-1-65

PUBLICITY RELEASE

NAME Ginger Elaine Brisbane

PRESENT ADDRESS Blanton Towers PHONE NO. _____

DATE EMPLOYED BY BRANIFF AIRWAYS 10-24-65 CLOCK NO. 20705

PREVIOUS EMPLOYMENT Honeywell

AGE 20 DATE OF BIRTH 4-19-65 WEIGHT 118 HEIGHT 5-4 1/4

COLOR OF HAIR dark brown COLOR OF EYES green

COLLEGE Mankato State & Univ. of Minn.

MAJOR Elem. Ed. DEGREE OR NO. OF YEARS 5 quarters ^{1 2/3 yrs}

SPANISH none FOREIGN LANGUAGES none

SPECIAL AWARDS, HONORS, OR SORORITIES PAST Honored

Queen of Job's daughters Bethel #40

PARENTS NAME Robert & Agnes Brisbane

HOME ADDRESS 5136 14th Ave. So.

CITY Mpls. 12, Minn.

FATHER'S OCCUPATION Engineer

HOME TOWN NEWSPAPER (Editor, if known) Mpls. Star &

Tribune

70-FO-687



OCT. 25, 1965 CLASS

NEW BRANIFF HOSTESSES

FUNERAL STATUS REPORT 1

LIST OF DETAILS

RECAP OF FUNERALS

<u>DATE</u>	<u>TIME</u>	<u>PASSENGER</u>	<u>CITY</u>	<u>BI REPRESENTATIVE ATTENDING</u>
Aug. 9	11:30 AM	Tejada	Omaha	Private Service
Aug. 10	2:00 PM	Ward	Omaha	Chiles
Aug. 11	8:30 AM	Howard	Omaha	Katzenberger
Aug. 11	10:00 AM	Chamblin (pty 2)	Ft. Smith	Jensen
Aug. 11	10:00 AM	McConnell	Council Bluffs, Ia.	Bolliger
Aug. 11	11:00 AM	Broadfoot	Jackson, Miss.	Morlock
Aug. 11	11:00 AM	Mayer) double)	Omaha	Katzenberger
Aug. 11	11:00 AM	Gummer) funeral	"	"
Aug. 11	11:00 AM	Redington	Mason City, Ia.	Carlton
Aug. 11	11:00 AM	Smith	Bellevue, Neb.	Heasley
Aug. 11	1:30 PM	Paul	Overland Pk., Kan.	Davidson
Aug. 11	2:00 PM	Dyer	Woodbine, Ia.	McDowell
Aug. 11	2:00 PM	Jordan	Stillwater, Okla.	Hawkins
Aug. 11	2:00 PM	Roettger	Decatur, Texas	Scott
Aug. 11	2:00 PM	Wright	Omaha	Bolliger
Aug. 11	2:00 PM	Foster	Mt. Pleasant, Ia.	Woods
Aug. 11	2:30 PM	Cox	Manteno, Ill.	Jackson
Aug. 11	3:00 PM	Hudson	Jackson Miss.	Morlock
Aug. 12	10:00 AM	Denies	Bayard, Neb.	McKenney
Aug. 12	10:00 AM	Ferrero	Offutt AFB (OMA)	Katzenberger
Aug. 12	1:00 PM	Gilbertson	Cypress, Calif.	Shaw

FUNERAL STATUS REPORT 2

LIST OF DETAILS

-2-

Aug. 12	1:30 PM	Eskelinen	Calumet, Mich.	Jim Murray
Aug. 12	1:30 PM	Johnson	Ladysmith, Wisc.	Glenn Wilson
Aug. 12	1:30 PM	Wilson	Independence, Mo.	Davidson
Aug. 12	2:00 PM	Duerksen	Bridgewater, S. D.	Fobes
Aug. 12	2:00 PM	Graeber	Mound, Minn.	Private Service
Aug. 12	2:00 PM	Jacobsen	Fargo, N. D.	Homyak
Aug. 13	8:30 AM	Bosted	Omaha, Neb.	Katzenberger
Aug. 13	9:00 AM	Kowtaliw	Chicago, Ill.	Benham
Aug. 13	10:00 AM	Murphy	Chicago, Ill.	Jackson
Aug. 13	10:00 AM	Welter	Des Moines, Ia.	Woods
Aug. 13	11:00 AM	Hamm(pty 2)	Houston, Texas	Fasolino
Aug. 13	2:00 PM	Eschback	Detroit, Mich.	Chuck Smith
Memorial Service in Dunlap, Iowa, 2:00PM, Aug. 11. Funeral arrangements in Gonzalez, Texas unknown at this time.		Mills	Gonzalez, Tex.	Barnes

SAMPLE REPORTS

August 10, 1966 Status Report No. 6
10:00 AM

NAME/ADDRESS	DESIGNATED FUNERAL HOME	LATEST INFORMATION
1. ROSTED, Pvt. Larry Joseph (Military: Marine-Ser. #2197168) 5324 N. 18th St., Omaha, Neb.	LOCAL BI COORDINATOR Katzenberger Kremer Funeral Home 63rd & Maple Omaha, Neb. Phone 553-3155	Positive Identification Remains sent to OMA Delivered to OMA Expect to be picked up A.M. 10th
Kin (mother) NAME/ADDRESS Mrs. L. J. Fischer 7417 Glenvale Dr. Omaha, Neb. Phone 393-2155		
2. BROADFOOT, Andrew Dewitt Civilian employee Offutt AFB, Omaha	Morlock Wright Ferguson Funeral Home Jackson, Miss	Dr. J. C. Broadfoot enroute to Ridgeland, Miss. Contact Area Code 601 - 896-5711. Services will probably be held Ridgeland, Miss Methodist Church
Kin (brother) NAME/ADDRESS Dr. J. C. Broadfoot Columbus, Miss. Phone 328-6905 or 328-7161		Positive Identification Remains sent to MKC DL 592 MKC/MEM 575 MEM JAN AMB 02-MKC-228152 Fred Morlock advised
3. CHAMBLIN, Nancy 3428 Cliff Dr. Ft. Smith, Ark	Jensen Edwards Funeral Home Ft. Smith, Ark	Attempting to locate whereabouts of Dr. Chamblin who reportedly traveled to Omaha on Sunday by private plane.
Kin (father) NAME/ADDRESS Dr. Don W. Chamblin 3428 Cliff Dr. Ft. Smith, Ark.		Positive Identification Remains sent to MKC Ar. BN 235/10 Aug MKC/FSM AMB 02-MKC-222612 Funeral 10:00 AM Aug. 11 at FSM

FUNERAL
COORDINATION

SAMPLE REPORTS

August 10, 1966
10:00 AM

Status Report No. 6

NAME/ADDRESS

DESIGNATED FUNERAL HOME LOCAL BI COORDINATOR

LATEST INFORMATION

37. KUHR, Ruth L.
1038 Newport Ave.
Omaha, Neb.
Wife of Braniff employee - R. L. Kuhr

Kin ()

NAME/ADDRESS

38. KUHR, Mitchell L.
(Approx. 5 years old)
1038 Newport Ave.
Omaha, Neb.
Son of Braniff employee - R. L. Kuhr
Kin ()

NAME/ADDRESS

Positive Identification
Remains sent to OMA
Delivered to OMA
expect to be picked up AM 10th Aug

39. PAULY, Capt. Donald J. Flt. 146/10 Aug. MKC/MSP AM 02-MKC-222603
40. HILLIKER, James A. F/O Flt. 226/10 Aug. MKC/MSP AM 02-MKC-222604
41. HENDRICKS, S. F/A Flt. 226/10 Aug. MKC/MSP AM 02-MKC-222631
42. BRISBANE, G. F/A Flt. 226/10 Aug. MKC/MSP AM 02-MKC-222605

Kin ()

NAME/ADDRESS

Fobes Advd.

Positive Identification
Remains sent to MKC

FUNERAL
COORDINATION

THANK YOU!