

1

00:00:00,000 --> 00:00:05,000

The XP-5Y was a sea plane meant to be the ultimate air carrier.

2

00:00:05,000 --> 00:00:07,000

Why do you want to find this plane?

3

00:00:07,000 --> 00:00:09,000

It's one of a kind. I mean, literally.

4

00:00:09,000 --> 00:00:13,000

Two prototypes, one scrapped, one in the ocean.

5

00:00:13,000 --> 00:00:17,000

We are seeing recently declassified footage of the crash.

6

00:00:17,000 --> 00:00:18,000

Is that the coast?

7

00:00:18,000 --> 00:00:19,000

It looks like it is.

8

00:00:19,000 --> 00:00:21,000

So we may have a geographical marker here.

9

00:00:21,000 --> 00:00:23,000

Entirely possible.

10

00:00:24,000 --> 00:00:25,000

Oh, there's something there.

11

00:00:25,000 --> 00:00:27,000

There could be a big engine sitting down there.

12

00:00:27,000 --> 00:00:28,000

You want to go diving?

13

00:00:28,000 --> 00:00:29,000

Okay, let's rock and roll.

14

00:00:30,000 --> 00:00:36,000

It feels like the shape of a wing.

15

00:00:36,000 --> 00:00:38,000

This is an aircraft, friend.

16

00:00:39,000 --> 00:00:41,000

Don't look down. Don't look down.

17

00:00:41,000 --> 00:00:42,000

You're in.

18

00:00:42,000 --> 00:00:43,000

Car OV is in.

19

00:00:43,000 --> 00:00:44,000

Okay, let's see what it sees.

20

00:00:44,000 --> 00:00:46,000

Just passing 300 feet.

21

00:00:46,000 --> 00:00:48,000

That looks like it could be a plane.

22

00:00:49,000 --> 00:00:50,000

Is that a star?

23

00:00:50,000 --> 00:00:52,000

That's a Navy star right there.

24

00:01:00,000 --> 00:01:03,000

Well, in case you're wondering why I'm floating in the Pacific Ocean

25

00:01:03,000 --> 00:01:05,000

just off the coast of San Diego,

26

00:01:05,000 --> 00:01:07,000

I am not just here for a swim.

27

00:01:07,000 --> 00:01:09,000

I'm here because this is the last known location

28

00:01:09,000 --> 00:01:13,000

of a top secret experimental record breaking airplane,

29

00:01:13,000 --> 00:01:17,000

a massive aircraft known as the XP-5Y.

30

00:01:19,000 --> 00:01:21,000

Commissioned at the end of World War II,

31

00:01:21,000 --> 00:01:26,000

the Convair XP-5Y was bigger than today's 737

32

00:01:26,000 --> 00:01:31,000

and could carry more than 100 servicemen or 24 tons of cargo,

33

00:01:31,000 --> 00:01:33,000

all while landing on the water.

34

00:01:33,000 --> 00:01:35,000

This flying boat wasn't just huge though.

35

00:01:35,000 --> 00:01:37,000

She was fast,

36

00:01:37,000 --> 00:01:39,000

smashing transcontinental records

37

00:01:39,000 --> 00:01:42,000

and paving the way for the age of the jumbo jet.

38

00:01:42,000 --> 00:01:46,000

Only two prototypes and 11 service models were built.

39

00:01:46,000 --> 00:01:49,000

After the war, all were scrapped, save one.

40

00:01:51,000 --> 00:01:55,000

Nearly 70 years ago, during a daring test flight in the skies above,

41

00:01:55,000 --> 00:02:00,000

the last surviving XP-5Y suddenly went into a free fall.

42

00:02:00,000 --> 00:02:02,000

Thanks to courage and quick thinking,

43

00:02:02,000 --> 00:02:07,000

every member of its crew successfully parachuted out of the dying aircraft.

44

00:02:07,000 --> 00:02:09,000

They landed here in the Pacific,

45

00:02:09,000 --> 00:02:13,000

where they were rescued by a US Coast Guard helicopter.

46

00:02:13,000 --> 00:02:15,000

Speaking of which, a little help!

47

00:02:18,000 --> 00:02:20,000

One o'clock is level.

48

00:02:20,000 --> 00:02:22,000

Ready for bridge.

49

00:02:23,000 --> 00:02:25,000

There's an unlocking.

50

00:02:25,000 --> 00:02:27,000

Coming down.

51

00:02:34,000 --> 00:02:36,000

Hey man, thanks for the lift!

52

00:02:43,000 --> 00:02:45,000

Grab hold please.

53

00:02:46,000 --> 00:02:48,000

I'm in. I'm in!

54

00:02:58,000 --> 00:03:01,000

So, while all the men were rescued,

55

00:03:01,000 --> 00:03:04,000

the XP-5Y wasn't as lucky.

56

00:03:04,000 --> 00:03:06,000

She disappeared beneath the waves,

57

00:03:06,000 --> 00:03:10,000

where she's been lost for nearly three quarters of a century.

58

00:03:10,000 --> 00:03:13,000

But that may be about to change.

59

00:03:15,000 --> 00:03:18,000

This plane is the only one of her kind,

60

00:03:18,000 --> 00:03:21,000

nothing short of a priceless aviation relic.

61

00:03:21,000 --> 00:03:24,000

How and why she crashed is a mystery,

62

00:03:24,000 --> 00:03:27,000

but a new clue has been recently declassified,

63

00:03:27,000 --> 00:03:31,000

giving explorers their best chance yet to find this lost treasure.

64

00:03:39,000 --> 00:03:42,000

The hunt for the secret seaplane is on!

65

00:03:42,000 --> 00:03:44,000

Let's punch it!

66

00:03:44,000 --> 00:03:46,000

Hey, fam.

67

00:03:53,000 --> 00:03:55,000

My name is Josh Gates.

68

00:03:55,000 --> 00:03:56,000

Hello!

69

00:03:56,000 --> 00:03:57,000

Explorer.

70

00:03:57,000 --> 00:03:58,000

Here goes nothing.

71

00:03:58,000 --> 00:03:59,000

Adventurer.

72

00:03:59,000 --> 00:04:00,000

Woo hoo hoo!

73

00:04:00,000 --> 00:04:01,000

Oh, that's a long way down.

74

00:04:01,000 --> 00:04:04,000

And a guy who ends up in some very strange situations.

75

00:04:04,000 --> 00:04:06,000

I'm alive for now!

76

00:04:06,000 --> 00:04:10,000

With a degree in archaeology and a passion for the unexplained,

77

00:04:10,000 --> 00:04:12,000

I travel to the ends of the Earth,

78

00:04:12,000 --> 00:04:15,000

investigating the greatest legends in history.

79

00:04:15,000 --> 00:04:16,000

They rock and roll.

80

00:04:16,000 --> 00:04:19,000

This is Expedition Unknown.

81

00:04:24,000 --> 00:04:27,000

My journey begins far from the waters of San Diego,

82

00:04:27,000 --> 00:04:29,000

and of all places, Oregon,

83

00:04:29,000 --> 00:04:32,000

here at the Evergreen Aviation Museum.

84

00:04:32,000 --> 00:04:36,000

If you love flying, this is Paradise.

85

00:04:36,000 --> 00:04:38,000

From honoring the birth of flight

86

00:04:38,000 --> 00:04:41,000

to cutting-edge stealth fighters and space rockets,

87

00:04:41,000 --> 00:04:44,000

this collection of aircraft is awe-inspiring.

88

00:04:44,000 --> 00:04:47,000

But there's one plane here that could be a big help

89

00:04:47,000 --> 00:04:49,000

in learning about the vanished seaplane.

90

00:04:49,000 --> 00:04:52,000

And I do mean big.

91

00:04:53,000 --> 00:04:54,000

Wow.

92

00:04:59,000 --> 00:05:02,000

Say hello to the Hughes H-4 Hercules,

93

00:05:02,000 --> 00:05:05,000

better known as the Spruce Goose.

94

00:05:09,000 --> 00:05:11,000

A one-of-a-kind American icon

95

00:05:11,000 --> 00:05:14,000

built by the eccentric genius Howard Hughes

96

00:05:14,000 --> 00:05:16,000

during the Second World War.

97

00:05:16,000 --> 00:05:18,000

Here to tell me how the Spruce Goose

98

00:05:18,000 --> 00:05:20,000

is going to help me find the XP-5Y

99

00:05:20,000 --> 00:05:24,000

is the museum's long-time aviation expert, Bud Vardy.

100

00:05:24,000 --> 00:05:25,000

Welcome aboard.

101

00:05:25,000 --> 00:05:26,000

Man, thrilled to be aboard.

102

00:05:26,000 --> 00:05:27,000

Good to see you.

103

00:05:27,000 --> 00:05:29,000

Is it okay if I'm just speechless for a few minutes?

104

00:05:29,000 --> 00:05:30,000

I'm an aviation geek,

105

00:05:30,000 --> 00:05:32,000

so I have seen a million pictures of this plane.

106

00:05:32,000 --> 00:05:35,000

It is so much bigger in person.

107

00:05:35,000 --> 00:05:40,000

Josh, the wingspan on this aircraft is 320 feet.

108

00:05:40,000 --> 00:05:43,000

A full football field, well into each end zone.

109

00:05:43,000 --> 00:05:45,000

And maybe the craziest thing about this plane,

110

00:05:45,000 --> 00:05:47,000

it's painted so that it looks metallic,

111

00:05:47,000 --> 00:05:50,000

but it is called the Spruce Goose for a reason.

112

00:05:50,000 --> 00:05:51,000

It is a wooden aircraft.

113

00:05:51,000 --> 00:05:53,000

It is the largest wooden plane ever built.

114

00:05:53,000 --> 00:05:55,000

It is the largest seaplane ever built,

115

00:05:55,000 --> 00:05:58,000

and it is the largest propeller-driven plane ever built.

116

00:05:58,000 --> 00:05:59,000

In short, it's large.

117

00:05:59,000 --> 00:06:00,000

Huge.

118

00:06:00,000 --> 00:06:02,000

Would you like to go up to the cockpit?

119

00:06:02,000 --> 00:06:03,000

That's possible.

120

00:06:03,000 --> 00:06:04,000

We can do it.

121

00:06:04,000 --> 00:06:05,000

Oh, please.

122

00:06:05,000 --> 00:06:06,000

Let's go.

123

00:06:06,000 --> 00:06:07,000

I might cry.

124

00:06:07,000 --> 00:06:08,000

I might cry.

125

00:06:08,000 --> 00:06:10,000

I will go over here.

126

00:06:10,000 --> 00:06:13,000

You have a seat in Howard Hughes' pilot's chair.

127

00:06:13,000 --> 00:06:14,000

No.

128

00:06:14,000 --> 00:06:15,000

Absolutely.

129

00:06:15,000 --> 00:06:16,000

Really?

130

00:06:16,000 --> 00:06:17,000

Yes.

131

00:06:17,000 --> 00:06:18,000

Come on.

132

00:06:18,000 --> 00:06:19,000

That's what we're here for.

133

00:06:19,000 --> 00:06:20,000

Oh, my word.

134

00:06:20,000 --> 00:06:21,000

Oh.

135

00:06:21,000 --> 00:06:23,000

Howard Hughes sat right here.

136

00:06:23,000 --> 00:06:24,000

He sat right here.

137

00:06:24,000 --> 00:06:25,000

He sat right here.

138

00:06:25,000 --> 00:06:26,000

He sat right here.

139

00:06:26,000 --> 00:06:27,000

He sat right here.

140

00:06:27,000 --> 00:06:28,000

He sat right here.

141

00:06:28,000 --> 00:06:29,000

He sat right here.

142

00:06:29,000 --> 00:06:30,000

He sat right here.

143

00:06:30,000 --> 00:06:31,000

He sat right here.

144

00:06:31,000 --> 00:06:32,000

He sat right here.

145

00:06:32,000 --> 00:06:33,000

He sat right here.

146

00:06:33,000 --> 00:06:34,000

He sat right here.

147

00:06:34,000 --> 00:06:35,000

You saw what happened.

148

00:06:35,000 --> 00:06:36,000

Howard Hughes sat right here.

149

00:06:36,000 --> 00:06:38,000

This is where he sat, and everything

150

00:06:38,000 --> 00:06:42,000

you see and touch is original.

151

00:06:42,000 --> 00:06:43,000

Unbelievable.

152

00:06:43,000 --> 00:06:44,000

Yeah.

153

00:06:44,000 --> 00:06:45,000

Okay.

154

00:06:45,000 --> 00:06:46,000

Why?

155

00:06:46,000 --> 00:06:48,000

Why build a seaplane that is this big?

156

00:06:48,000 --> 00:06:50,000

The first part of the world war II,

157

00:06:50,000 --> 00:06:52,000

we were losing a lot of ships to German U boats

158

00:06:52,000 --> 00:06:55,000

as we tried to get supplies across to Europe.

159

00:06:55,000 --> 00:06:57,000

We had to do something about it.

160

00:06:57,000 --> 00:07:00,000

It was proposed that we build a fleet of giant flying boats.

161

00:07:00,000 --> 00:07:05,000

In 1945, the Navy put out a request for an enormous seaplane,

162

00:07:05,000 --> 00:07:11,000

able to soar over submarines and avoid bombed-out airstrips by landing on the water.

163

00:07:11,000 --> 00:07:17,000

The race was on to build a prototype design, and the spruce goose was Hughes' contribution.

164

00:07:17,000 --> 00:07:22,000

But adjusting for inflation, this \$300 million goose laid an egg.

165

00:07:22,000 --> 00:07:27,000

The Navy rejected his proposal because it was too big, too slow, and too expensive.

166

00:07:27,000 --> 00:07:28,000

But it did fly.

167

00:07:28,000 --> 00:07:30,000

One time, 1947.

168

00:07:30,000 --> 00:07:34,000

Although the war had ended by the time he'd finished building the Hercules,

169

00:07:34,000 --> 00:07:39,000

on November 2nd, 1947, he took it into California's Long Beach Harbor,

170

00:07:39,000 --> 00:07:42,000

where Hughes surprised the press in attendance.

171

00:07:42,000 --> 00:07:48,000

It's 70, it's 75, and something momentarily he cuts out,

172

00:07:48,000 --> 00:07:51,000

and I believe we are airborne.

173

00:07:51,000 --> 00:07:53,000

We are airborne, ladies and gentlemen.

174

00:07:53,000 --> 00:07:57,000

The spruce goose flew, albeit just above the water,

175

00:07:57,000 --> 00:08:02,000

and for a mere 30 seconds before returning to its hangar, never to fly again.

176

00:08:02,000 --> 00:08:06,000

So even though this behemoth made it off the water, he never got that Navy contract.

177

00:08:06,000 --> 00:08:07,000

So who did?

178

00:08:07,000 --> 00:08:11,000

Convair, one of his competitors. They built the XP-5Y.

179

00:08:11,000 --> 00:08:14,000

Right, this is the plane that I'm looking for, the lost seaplane.

180

00:08:14,000 --> 00:08:20,000

Exactly. The XP-5Y was a seaplane meant to be the ultimate air carrier.

181

00:08:20,000 --> 00:08:24,000

Now there are none of them left, but we do have the next best thing for you here.

182

00:08:24,000 --> 00:08:25,000

You do?

183

00:08:25,000 --> 00:08:26,000

We do.

184

00:08:31,000 --> 00:08:34,000

The next best thing is one of the XP's predecessors,

185

00:08:34,000 --> 00:08:37,000

a smaller model that already had 10 years of service

186

00:08:37,000 --> 00:08:41,000

when the Navy put out the call for a new super seaplane.

187

00:08:41,000 --> 00:08:47,000

Josh, this is the Convair PBY Catalina, a workhorse from World War II.

188

00:08:48,000 --> 00:08:52,000

And so Convair gets this contract from the Navy, they beat out Hughes.

189

00:08:52,000 --> 00:08:53,000

Yes.

190

00:08:53,000 --> 00:08:55,000

And so what do they do? They modify this design?

191

00:08:55,000 --> 00:08:57,000

They took this aircraft and supersized it.

192

00:08:57,000 --> 00:08:58,000

And that's the XP-5Y.

193

00:08:58,000 --> 00:08:59,000

You're right.

194

00:09:01,000 --> 00:09:06,000

The XP was a 64-tonne colossus with a 139-foot fuselage

195

00:09:06,000 --> 00:09:09,000

and a wingspan about the size of the Statue of Liberty.

196

00:09:09,000 --> 00:09:14,000

Powerful enough to take off from a dead stop in water in 30 seconds,

197

00:09:14,000 --> 00:09:18,000

the twin turboprop engines were especially efficient at moving air,

198

00:09:18,000 --> 00:09:25,000

saving enough fuel to make the XP capable of carrying an entire unit of troops across the Atlantic.

199

00:09:25,000 --> 00:09:28,000

When converted for use as a flying tanker,

200

00:09:28,000 --> 00:09:33,000

it was the first aircraft to refuel four planes simultaneously in mid-air,

201

00:09:33,000 --> 00:09:37,000

and that's not even close to all of the XP's accomplishments.

202

00:09:37,000 --> 00:09:38,000

It set two world records.

203

00:09:38,000 --> 00:09:43,000

The first was endurance of a seaplane of over eight hours on one tank of gas,

204

00:09:43,000 --> 00:09:49,000

the second was cross-country, six hours, 403 miles an hour,

205

00:09:49,000 --> 00:09:51,000

a record that still stands for a seaplane.

206

00:09:51,000 --> 00:09:54,000

And that's about what it takes us to get across the country today.

207

00:09:54,000 --> 00:09:55,000

Yes.

208

00:09:55,000 --> 00:09:58,000

So the XP is clearly a great plane. What happened to it?

209

00:09:58,000 --> 00:10:03,000

Well, we were in the jet age, the plane was huge, the Navy just decided to move on.

210

00:10:03,000 --> 00:10:04,000

Okay.

211

00:10:04,000 --> 00:10:05,000

They scrapped them all.

212

00:10:05,000 --> 00:10:06,000

Literally scrapped them.

213

00:10:06,000 --> 00:10:11,000

Except for one which crashed off the coast of San Diego in July of 1953.

214

00:10:12,000 --> 00:10:17,000

On July 15th, the prototype seaplane helmed by Navy test pilot Don Girmarad

215

00:10:17,000 --> 00:10:20,000

was flying off the coast of San Diego,

216

00:10:20,000 --> 00:10:24,000

and then quite suddenly it plummeted out of the sky.

217

00:10:24,000 --> 00:10:26,000

And why did that plane crash?

218

00:10:26,000 --> 00:10:28,000

Josh, we just don't know.

219

00:10:28,000 --> 00:10:30,000

The Navy said nothing.

220

00:10:30,000 --> 00:10:34,000

Convair was mum on the subject, and the crew had sworn to secrecy.

221

00:10:34,000 --> 00:10:35,000

Okay.

222

00:10:35,000 --> 00:10:40,000

But we've done some digging, and we have uncovered a recently declassified accident discussion memo

223

00:10:40,000 --> 00:10:41,000

from Convair.

224

00:10:41,000 --> 00:10:42,000

Okay.

225

00:10:42,000 --> 00:10:44,000

Where they actually interviewed the members of the crew.

226

00:10:44,000 --> 00:10:45,000

Wow.

227

00:10:45,000 --> 00:10:46,000

And Josh, here's the report.

228

00:10:46,000 --> 00:10:50,000

It's the only first-hand account we have of the crash.

229

00:10:52,000 --> 00:10:54,000

According to the crew's testimony in the document,

230

00:10:54,000 --> 00:11:00,000

nine crewmen plus pilot Don Girmarad were asked to test the limits of the plane,

231

00:11:00,000 --> 00:11:05,000

pushing it to 340 miles an hour when the aircraft suddenly shuttered

232

00:11:05,000 --> 00:11:07,000

and the instruments went haywire.

233

00:11:08,000 --> 00:11:12,000

Girmarad was unable to control the pitch of his aircraft,

234

00:11:12,000 --> 00:11:16,000

which began a series of zooming climbs and abrupt dives.

235

00:11:16,000 --> 00:11:23,000

Thinking quickly, he diverted the seaplane over the water to avoid crashing into San Diego,

236

00:11:23,000 --> 00:11:27,000

and made the decision to abandon ship.

237

00:11:27,000 --> 00:11:33,000

He instructed the other nine men to jump out of the doomed prototype at 10,000 feet of altitude,

238

00:11:33,000 --> 00:11:35,000

where they parachuted into the ocean.

239

00:11:36,000 --> 00:11:42,000

As for Girmarad, he made sure everyone else was out before bailing himself at 2,000 feet,

240

00:11:42,000 --> 00:11:45,000

which was 500 feet below the limit for his shoot.

241

00:11:45,000 --> 00:11:48,000

Fortunately, it opened in time.

242

00:11:48,000 --> 00:11:55,000

The seaplane crashed into the water, while all 10 of its crew were picked up by Coast Guard search and rescue,

243

00:11:55,000 --> 00:11:59,000

having miraculously survived a historic plane wreck.

244

00:12:00,000 --> 00:12:01,000

And the plane?

245

00:12:01,000 --> 00:12:04,000

The plane sank about six miles west of Point Loma.

246

00:12:04,000 --> 00:12:09,000

Point Loma sits near the entrance to San Diego Harbor,

247

00:12:09,000 --> 00:12:15,000

and without GPS, the estimate was that the plane sank about six miles west of the point.

248

00:12:15,000 --> 00:12:21,000

But nothing was ever found there, and since the plane was traveling in excess of 300 miles per hour

249

00:12:21,000 --> 00:12:28,000

and flew erratically for 20 minutes before crashing, the true location of the target is a mystery.

250

00:12:28,000 --> 00:12:32,000

But there is something else that just came to light that might help us find it.

251

00:12:32,000 --> 00:12:34,000

Okay. What do you got?

252

00:12:39,000 --> 00:12:41,000

Josh, welcome to the Evergreen Theater.

253

00:12:41,000 --> 00:12:44,000

Wow. Should I have brought popcorn? Are we watching a movie today? What are we doing?

254

00:12:44,000 --> 00:12:48,000

Well, sort of. Actually, we have something pretty spectacular.

255

00:12:48,000 --> 00:12:55,000

We are seeing recently declassified footage of the crash of the XP-5Y in 1953.

256

00:12:55,000 --> 00:12:56,000

The crash?

257

00:12:56,000 --> 00:12:58,000

The crash. The one and only.

258

00:12:58,000 --> 00:13:00,000

Where was this footage?

259

00:13:00,000 --> 00:13:05,000

It was in an archive in San Diego just gathering dust, and it just recently came to light.

260

00:13:05,000 --> 00:13:07,000

And it shows the actual incident?

261

00:13:07,000 --> 00:13:08,000

Absolutely.

262

00:13:08,000 --> 00:13:09,000

Who filmed it?

263

00:13:09,000 --> 00:13:12,000

There's a Navy chase plane up there, and they filmed the whole thing.

264

00:13:12,000 --> 00:13:13,000

Can we see it?

265

00:13:13,000 --> 00:13:14,000

We can.

266

00:13:14,000 --> 00:13:15,000

Roll the footage.

267

00:13:20,000 --> 00:13:23,000

Okay, Josh, the man on the right is the pilot, Don Gerberad.

268

00:13:23,000 --> 00:13:25,000

Okay, so this is our guy, the main test pilot.

269

00:13:25,000 --> 00:13:27,000

Right. Getting prepared for the flight, I'm sure.

270

00:13:27,000 --> 00:13:34,000

Josh, the entire malfunction and crash took about 24 minutes, but only one minute of the film survives.

271

00:13:34,000 --> 00:13:36,000

All right, so our plane is where?

272

00:13:36,000 --> 00:13:38,000

It's about upper center.

273

00:13:38,000 --> 00:13:39,000

There it is. That's the XP right there.

274

00:13:39,000 --> 00:13:40,000

Yes, that's it.

275

00:13:40,000 --> 00:13:42,000

And it looks like it's climbing?

276

00:13:42,000 --> 00:13:44,000

Well, it looks like it's going up and down.

277

00:13:44,000 --> 00:13:46,000

At this point, he had lost control of his elevators.

278

00:13:46,000 --> 00:13:55,000

He was oscillating up and down, and soon you will see he'll take a dive down, and we think that is the final dive.

279

00:13:55,000 --> 00:13:58,000

Right, it's starting to turn, and it's starting to come straight down.

280

00:13:58,000 --> 00:14:01,000

And then you'll see the crash splash right there.

281

00:14:01,000 --> 00:14:03,000

Look at that huge spray of water.

282

00:14:03,000 --> 00:14:05,000

That was a huge aircraft.

283

00:14:05,000 --> 00:14:09,000

And there, we think is the pilot. He was probably the last one out.

284

00:14:09,000 --> 00:14:12,000

Wow, I just can't look at the disturbance in the ocean though.

285

00:14:12,000 --> 00:14:13,000

Yes.

286

00:14:13,000 --> 00:14:14,000

Big crash.

287

00:14:14,000 --> 00:14:15,000

Big crash.

288

00:14:15,000 --> 00:14:17,000

Now, Josh, I'm going to show the film again.

289

00:14:17,000 --> 00:14:19,000

I want you to focus on something different this time.

290

00:14:19,000 --> 00:14:20,000

Okay.

291

00:14:20,000 --> 00:14:23,000

Josh, look past the plane. What do you see?

292

00:14:23,000 --> 00:14:25,000

Is that the coast?

293

00:14:25,000 --> 00:14:26,000

It looks like it is.

294

00:14:26,000 --> 00:14:28,000

So we may have a geographical marker here.

295

00:14:28,000 --> 00:14:30,000

Entirely possible.

296

00:14:30,000 --> 00:14:34,000

And if it could be cleaned up, we might be able to pinpoint exactly where that plane is.

297

00:14:34,000 --> 00:14:35,000

You may have a marker.

298

00:14:35,000 --> 00:14:36,000

Can I borrow your film?

299

00:14:36,000 --> 00:14:37,000

You got it.

300

00:14:37,000 --> 00:14:40,000

Hey, thanks man. This is incredible.

301

00:14:40,000 --> 00:14:41,000

A pleasure.

302

00:14:43,000 --> 00:14:49,000

This film is a game changer, giving us our first clues to locate the vanished aircraft.

303

00:14:49,000 --> 00:14:58,000

To pinpoint where the XP crashed, a forensic video investigator can compare the coastline off San Diego today to the footage from 1953.

304

00:14:58,000 --> 00:15:03,000

The only problem? Getting aerial photographs for the comparison.

305

00:15:04,000 --> 00:15:12,000

I head from Oregon back down to San Diego, where luckily, I recently made some new friends who might be able to lend a hand.

306

00:15:19,000 --> 00:15:24,000

About six complete.

307

00:15:24,000 --> 00:15:25,000

Roger that.

308

00:15:25,000 --> 00:15:26,000

Roger.

309

00:15:26,000 --> 00:15:28,000

Okay, let's rock and roll.

310

00:15:30,000 --> 00:15:35,000

So somewhere underneath us, to the bottom of that ocean, is the XP-5Y.

311

00:15:35,000 --> 00:15:37,000

Now we just got to find it.

312

00:15:44,000 --> 00:15:48,000

Okay, we're coming out past Point Loma here. We can see the lighthouse.

313

00:15:50,000 --> 00:15:53,000

That's where these guys were rescued after the accident.

314

00:15:53,000 --> 00:15:57,000

Coast Guard picked them up, brought them in there to the lighthouse station.

315

00:15:58,000 --> 00:16:11,000

I'm in a Coast Guard J-Hawk helicopter searching for the XP-5Y, a historic prototype seaplane that crashed somewhere off the coast of San Diego in 1953 and has never been found.

316

00:16:12,000 --> 00:16:24,000

We're about to photograph the coastline so a forensic video analyst can compare it to recently discovered footage of the crash and hopefully pinpoint the location of this missing aviation legend.

317

00:16:24,000 --> 00:16:30,000

One of the real challenges here, of course, is figuring out exactly where that plane was.

318

00:16:30,000 --> 00:16:37,000

These guys were flying at 115% of the capacity of this aircraft, so over 340 miles an hour.

319

00:16:37,000 --> 00:16:41,000

That means that every 10 seconds they were in the air, they're covering a mile.

320

00:16:41,000 --> 00:16:47,000

So this crash went on for more than 20 minutes as this plane oscillated up and down.

321

00:16:47,000 --> 00:16:50,000

They could have covered a huge amount of distance in that time.

322

00:16:50,000 --> 00:16:57,000

We're currently 6.4 miles west of the coast, so the distance is correct.

323

00:16:57,000 --> 00:16:58,000

Copy that.

324

00:16:58,000 --> 00:17:02,000

Now if I want to get a better shot, can I get out of this seat?

325

00:17:02,000 --> 00:17:06,000

Absolutely, you can connect your gunners belt here. It's one of these deck rings.

326

00:17:07,000 --> 00:17:08,000

Good to go.

327

00:17:08,000 --> 00:17:11,000

Okay, gunners belt's attached. I'm coming out of the harness.

328

00:17:16,000 --> 00:17:18,000

Don't look down. Don't look down.

329

00:17:18,000 --> 00:17:27,000

With a nylon belt connecting me to the chopper, I angle myself toward the edge of the open door to take hundreds of photos of the coast.

330

00:17:29,000 --> 00:17:32,000

Great view of Point Loma there. Let's see what we can get here.

331

00:17:38,000 --> 00:17:44,000

I think we look a little too close to shore here. Let's try to move off a little bit further on the next path.

332

00:17:44,000 --> 00:17:45,000

Right.

333

00:17:46,000 --> 00:17:54,000

We take run after run at various altitudes and distances from the coast to try to get a close match for the crash footage.

334

00:17:55,000 --> 00:17:57,000

That looks real good right in there.

335

00:17:59,000 --> 00:18:07,000

Okay, good pass. Let's try it again a little further out and maybe a little higher up.

336

00:18:08,000 --> 00:18:09,000

Roger.

337

00:18:15,000 --> 00:18:19,000

Alright guys, we got a ton of footage here. I think we got it. We're ready to head back when you are.

338

00:18:20,000 --> 00:18:22,000

Alright, we'll head back. Thanks.

339

00:18:23,000 --> 00:18:28,000

The chopper returns to Terraferma landing at the nearby US Coast Guard air station.

340

00:18:29,000 --> 00:18:40,000

While my team takes the photos to a forensic investigator to begin analyzing the data, I've found another researcher who claims he might already know where the lost sea plane is hiding.

341

00:18:42,000 --> 00:18:46,000

And here in San Diego, there is only one place to meet if you want to talk about Navy airplanes.

342

00:18:46,000 --> 00:18:51,000

Kansas City barbecue, the legendary watering hole from Top Gun. That's right.

343

00:18:51,000 --> 00:18:53,000

I'm having a maverick moment.

344

00:18:59,000 --> 00:19:08,000

Joining me in this target-rich environment is an award-winning wreck hunter whose team has discovered over 15 sunken planes and ships, Brett Eldridge.

345

00:19:09,000 --> 00:19:10,000

Brett.

346

00:19:10,000 --> 00:19:11,000

Josh.

347

00:19:11,000 --> 00:19:12,000

Nice to meet you man.

348

00:19:12,000 --> 00:19:13,000

Nice to meet you as well.

349

00:19:13,000 --> 00:19:15,000

I hear you're a guy who knows a lot about wrecks.

350

00:19:15,000 --> 00:19:16,000

I do know a lot about wrecks.

351

00:19:16,000 --> 00:19:18,000

So, I've come to the right man then.

352

00:19:18,000 --> 00:19:19,000

I think you have.

353

00:19:19,000 --> 00:19:24,000

So, a funny feeling we have a joint interest in a particular wreck. The sea plane, the XP-5Y.

354

00:19:24,000 --> 00:19:25,000

The XP-5Y.

355

00:19:25,000 --> 00:19:27,000

Why do you want to find this plane?

356

00:19:27,000 --> 00:19:29,000

Because it's one of a kind. I mean, literally.

357

00:19:29,000 --> 00:19:30,000

Yeah.

358

00:19:30,000 --> 00:19:32,000

Two prototypes, one scrapped, one in the ocean.

359

00:19:32,000 --> 00:19:34,000

Yeah, there is only one of these planes.

360

00:19:34,000 --> 00:19:36,000

One. Anywhere in the world.

361

00:19:36,000 --> 00:19:40,000

Okay, so, I understand you might have a lead as to where it is.

362

00:19:40,000 --> 00:19:41,000

Let me show you.

363

00:19:44,000 --> 00:19:46,000

So, what we're looking at here is some bathymetry data.

364

00:19:46,000 --> 00:19:49,000

This is the topography of the bottom of the ocean off the coast here.

365

00:19:49,000 --> 00:19:50,000

Right off the coast of California.

366

00:19:50,000 --> 00:19:51,000

Okay.

367

00:19:51,000 --> 00:19:54,000

And right here, you can see a little unique bump.

368

00:19:54,000 --> 00:19:55,000

Something's there.

369

00:19:55,000 --> 00:19:56,000

Something is there.

370

00:19:56,000 --> 00:20:01,000

I've looked at a lot of bathymetry data, but there's something about this one that sticks out to me.

371

00:20:01,000 --> 00:20:02,000

Okay.

372

00:20:02,000 --> 00:20:03,000

It could be aviation related.

373

00:20:03,000 --> 00:20:04,000

Big enough to be the whole plane?

374

00:20:04,000 --> 00:20:06,000

No, not big enough to be the whole plane.

375

00:20:06,000 --> 00:20:09,000

But, you know, when airplanes hit the ocean, it's like hitting concrete.

376

00:20:09,000 --> 00:20:10,000

Right.

377

00:20:10,000 --> 00:20:11,000

And things break off of them.

378

00:20:11,000 --> 00:20:15,000

So, this very well could be a piece of debris from the XP-5Y.

379

00:20:15,000 --> 00:20:16,000

Maybe an engine.

380

00:20:16,000 --> 00:20:17,000

Maybe an engine.

381

00:20:17,000 --> 00:20:18,000

It's about the right size.

382

00:20:18,000 --> 00:20:19,000

Okay.

383

00:20:19,000 --> 00:20:21,000

And are there any charted wrecks at that location?

384

00:20:21,000 --> 00:20:23,000

There's nothing that we know about in that location.

385

00:20:23,000 --> 00:20:25,000

Nobody's ever looked at this.

386

00:20:25,000 --> 00:20:26,000

What's the depth on it?

387

00:20:26,000 --> 00:20:27,000

This is about 60 feet deep.

388

00:20:27,000 --> 00:20:28,000

Okay, so it's diveable.

389

00:20:28,000 --> 00:20:29,000

It's diveable.

390

00:20:29,000 --> 00:20:31,000

I think we need to go investigate that.

391

00:20:31,000 --> 00:20:32,000

Do you want to come dive it with me?

392

00:20:32,000 --> 00:20:34,000

Are you asking me to be your wingman?

393

00:20:34,000 --> 00:20:36,000

You could be my wingman anytime.

394

00:20:36,000 --> 00:20:37,000

There it is.

395

00:20:37,000 --> 00:20:38,000

There it is.

396

00:20:38,000 --> 00:20:39,000

All right.

397

00:20:39,000 --> 00:20:40,000

You got a boat?

398

00:20:40,000 --> 00:20:42,000

I got a boat and I got some dive gear.

399

00:20:42,000 --> 00:20:43,000

Is it a fast boat?

400

00:20:43,000 --> 00:20:45,000

Because I do feel the need.

401

00:20:45,000 --> 00:20:46,000

The need for speed.

402

00:20:46,000 --> 00:20:47,000

Yeah.

403

00:20:47,000 --> 00:20:48,000

Okay.

404

00:20:48,000 --> 00:20:49,000

I'm going to do this all day if we don't get out of here.

405

00:20:49,000 --> 00:20:50,000

Should we go buzz the tower?

406

00:20:50,000 --> 00:20:51,000

Let's go do it.

407

00:20:51,000 --> 00:20:52,000

All right.

408

00:20:52,000 --> 00:20:53,000

Take me to sea or lose me forever.

409

00:20:53,000 --> 00:20:54,000

Brett, come on.

410

00:20:54,000 --> 00:21:06,000

Fresh out of Top Gun references, we cruise almost an hour out onto the Pacific to Brett's

411

00:21:06,000 --> 00:21:07,000

target.

412

00:21:07,000 --> 00:21:14,000

We're going to get to the bottom of the ocean.

413

00:21:14,000 --> 00:21:23,000

Where we gear up and drop in.

414

00:21:23,000 --> 00:21:25,000

Man, that water is brisk.

415

00:21:25,000 --> 00:21:26,000

Sure is.

416

00:21:26,000 --> 00:21:28,000

Good news is we're right above the target.

417

00:21:28,000 --> 00:21:32,000

We need to follow the shot line down and the object should be right there.

418

00:21:32,000 --> 00:21:34,000

Heading down now.

419

00:21:34,000 --> 00:21:39,000

Bad news is that there's a strong current here and these waters are a known great white

420

00:21:39,000 --> 00:21:45,000

shark breeding area, which I guess I'd feel slightly better about if I could see them.

421

00:21:45,000 --> 00:21:54,000

Passing 20 feet and visibility is just dropping off a cliff having a hard time seeing anything.

422

00:21:54,000 --> 00:21:57,000

This is quickly turning into a dangerous dive.

423

00:21:57,000 --> 00:22:02,000

If we lose this guideline, we could be carried by the current far away from our boat.

424

00:22:02,000 --> 00:22:06,000

As I mentioned, we're descending on a blind collision course with an object that could

425

00:22:06,000 --> 00:22:07,000

be anything.

426

00:22:07,000 --> 00:22:12,000

Passing 50 feet, we should be near the bottom.

427

00:22:12,000 --> 00:22:13,000

I'm there.

428

00:22:13,000 --> 00:22:14,000

It's dark.

429

00:22:14,000 --> 00:22:15,000

It's like zero visibility down here.

430

00:22:15,000 --> 00:22:16,000

I'm feeling around near the line.

431

00:22:16,000 --> 00:22:17,000

I'm going to see if there's anything in the sand.

432

00:22:17,000 --> 00:22:18,000

Okay.

433

00:22:18,000 --> 00:22:19,000

I'm doing the same.

434

00:22:19,000 --> 00:22:20,000

Some of the worst conditions I've ever seen.

435

00:22:20,000 --> 00:22:21,000

It is just so murky.

436

00:22:21,000 --> 00:22:22,000

What happened?

437

00:22:22,000 --> 00:22:26,000

I just ran into something with my face.

438

00:22:26,000 --> 00:22:27,000

Are you okay?

439

00:22:27,000 --> 00:22:28,000

I think so, yeah.

440

00:22:28,000 --> 00:22:31,000

My mask and regulator's good.

441

00:22:31,000 --> 00:22:35,000

The question is, what did I hit?

442

00:22:35,000 --> 00:22:36,000

I don't know.

443

00:22:36,000 --> 00:22:37,000

Can you feel it?

444

00:22:37,000 --> 00:22:38,000

It's something that's not right.

445

00:22:38,000 --> 00:22:39,000

I'm not sure.

446

00:22:39,000 --> 00:22:42,000

I'm just going to try and get the camera to the right direction.

447

00:22:42,000 --> 00:22:44,000

It's just a little bit more than that.

448

00:22:44,000 --> 00:22:45,000

I'm not sure.

449

00:22:45,000 --> 00:22:46,000

I'm not sure.

450

00:22:46,000 --> 00:22:47,000

I'm not sure.

451

00:22:47,000 --> 00:22:48,000

I'm not sure.

452

00:22:48,000 --> 00:22:49,000

I'm not sure.

453

00:22:49,000 --> 00:22:50,000

I'm not sure.

454

00:22:50,000 --> 00:22:51,000

I'm not sure.

455

00:22:51,000 --> 00:22:52,000

I'm not sure.

456

00:22:52,000 --> 00:22:53,000

I'm not sure.

457

00:22:53,000 --> 00:22:54,000

I'm not sure.

458

00:22:54,000 --> 00:22:55,000

I'm not sure.

459

00:22:55,000 --> 00:22:56,000

I'm not sure.

460

00:22:56,000 --> 00:22:57,000

I'm not sure.

461

00:22:57,000 --> 00:22:58,000

I'm not sure.

462

00:22:58,000 --> 00:22:59,000

I'm not sure.

463

00:22:59,000 --> 00:23:00,000

I'm not sure.

464

00:23:00,000 --> 00:23:01,000

I'm not sure.

465

00:23:01,000 --> 00:23:02,000

I'm not sure.

466

00:23:02,000 --> 00:23:03,000

I'm not sure.

467

00:23:03,000 --> 00:23:04,000

I'm not sure.

468

00:23:04,000 --> 00:23:05,000

I'm not sure.

469

00:23:05,000 --> 00:23:06,000

I'm not sure.

470

00:23:06,000 --> 00:23:07,000

I'm not sure.

471

00:23:07,000 --> 00:23:08,000

I'm not sure.

472

00:23:08,000 --> 00:23:09,000

I'm not sure.

473

00:23:09,000 --> 00:23:10,000

I'm not sure.

474

00:23:10,000 --> 00:23:11,000

I'm not sure.

475

00:23:11,000 --> 00:23:12,000

I'm not sure.

476

00:23:12,000 --> 00:23:13,000

I'm not sure.

477

00:23:13,000 --> 00:23:15,000

This is an aircraft, Brett.

478

00:23:23,000 --> 00:23:25,000

You can feel the fuselage here.

479

00:23:25,000 --> 00:23:26,000

It's a plane, for sure.

480

00:23:26,000 --> 00:23:27,000

Yeah, no doubt.

481

00:23:27,000 --> 00:23:28,000

Amazing.

482

00:23:28,000 --> 00:23:32,000

Okay, let's keep tracing the edge to see what we find.

483

00:23:32,000 --> 00:23:34,000

In the waters off of San Diego,

484

00:23:34,000 --> 00:23:36,000

salvage expert Brett Eldridge and I

485

00:23:36,000 --> 00:23:38,000

are looking for the wreckage of a top-secret

486

00:23:38,000 --> 00:23:41,000

aviation prototype that crashed nearby.

487

00:23:41,000 --> 00:23:44,000

The only one of its kind is still in existence.

488

00:23:44,000 --> 00:23:47,000

We've found a plane, but is it the plane?

489

00:23:47,000 --> 00:23:51,000

I'm following the wing with my hands.

490

00:23:52,000 --> 00:23:55,000

It feels pretty compact.

491

00:23:56,000 --> 00:24:02,000

I don't know, Brad, a lot of the wing is buried in the sand, but even so,

492

00:24:03,000 --> 00:24:06,000

I think this is too small to be our plane.

493

00:24:06,000 --> 00:24:10,000

It's not the XP. Much smaller, probably a single-seater.

494

00:24:10,000 --> 00:24:13,000

I think I'm at the lip of the cockpit.

495

00:24:13,000 --> 00:24:14,000

Can you feel this?

496

00:24:14,000 --> 00:24:18,000

This is where the canopy cover would have attached the back of the cockpit.

497

00:24:18,000 --> 00:24:21,000

It's strange. It gets narrow in the back.

498

00:24:22,000 --> 00:24:28,000

Yeah, it tapers. Unique design. I'm trying to get as much footage as I can.

499

00:24:28,000 --> 00:24:32,000

Then let's head back up the line and compare notes.

500

00:24:32,000 --> 00:24:35,000

Yeah, I'm right behind you, Josh.

501

00:24:40,000 --> 00:24:42,000

Let's go.

502

00:24:46,000 --> 00:24:49,000

Okay, that was a challenge.

503

00:24:49,000 --> 00:24:50,000

Epic?

504

00:24:50,000 --> 00:24:53,000

Epic. But maybe some of the worst visibility I've ever had on a dive.

505

00:24:53,000 --> 00:24:56,000

The only way I knew there was a wreck down there is I smashed into it with my face.

506

00:24:56,000 --> 00:24:57,000

Yeah, exactly.

507

00:24:57,000 --> 00:24:59,000

But it's definitely a wreck.

508

00:24:59,000 --> 00:25:00,000

It's definitely a wreck.

509

00:25:00,000 --> 00:25:03,000

You can tell the rust. You can tell the debris.

510

00:25:03,000 --> 00:25:05,000

Yeah, it's a plane. Definitely a single engine, yeah?

511

00:25:05,000 --> 00:25:06,000

Yeah, for sure.

512

00:25:06,000 --> 00:25:09,000

Having said that, I didn't see an engine or a propeller.

513

00:25:09,000 --> 00:25:10,000

No, neither did I.

514

00:25:10,000 --> 00:25:12,000

But you could tell the shape of the cockpit.

515

00:25:12,000 --> 00:25:17,000

Yeah, and you were pointing out this kind of the way it seems like it kind of tapered in the back.

516

00:25:17,000 --> 00:25:19,000

It goes back to like a little point, right?

517

00:25:19,000 --> 00:25:22,000

Yeah, that might be enough diagnostics to figure out what it is.

518

00:25:22,000 --> 00:25:24,000

But yeah, we weren't going to be reading serial numbers that bad.

519

00:25:24,000 --> 00:25:25,000

No, no, for sure not.

520

00:25:25,000 --> 00:25:27,000

No. Nobody knows that plane is there.

521

00:25:27,000 --> 00:25:28,000

No, nobody.

522

00:25:28,000 --> 00:25:29,000

Us and the guy who put it in the drain.

523

00:25:29,000 --> 00:25:30,000

Yeah, exactly.

524

00:25:30,000 --> 00:25:32,000

So there's a mystery down there.

525

00:25:32,000 --> 00:25:34,000

It's not the XP-5Y.

526

00:25:34,000 --> 00:25:36,000

The XP-5Y. Not big enough.

527

00:25:36,000 --> 00:25:37,000

It's a trailer story.

528

00:25:37,000 --> 00:25:40,000

So, should we get out of this water before it rains?

529

00:25:40,000 --> 00:25:41,000

Yeah, let's get out.

530

00:25:41,000 --> 00:25:42,000

Okay, let's do it.

531

00:25:42,000 --> 00:25:43,000

Come on.

532

00:25:43,000 --> 00:25:48,000

Using our hazy footage, Brett is going to do his best to identify the plane.

533

00:25:48,000 --> 00:25:50,000

We'll reconnect later.

534

00:25:50,000 --> 00:25:56,000

But while he begins his research, I move the investigation back to shore to the Point Loma lighthouse.

535

00:25:58,000 --> 00:26:03,000

After the XP-5Y's pilot Don Girmarad and his crew leapt from the plummeting plane,

536

00:26:03,000 --> 00:26:08,000

this is where all nine men were brought by Coast Guard search and rescue.

537

00:26:08,000 --> 00:26:12,000

Today, I'm at the lighthouse with a very special visitor,

538

00:26:12,000 --> 00:26:14,000

Paul Girmarad, the pilot's son.

539

00:26:15,000 --> 00:26:17,000

How old were you when this happened?

540

00:26:17,000 --> 00:26:19,000

I was probably six years old at the time.

541

00:26:19,000 --> 00:26:23,000

Were you aware on some level that your dad had a dangerous job?

542

00:26:23,000 --> 00:26:26,000

Yeah, I was aware that he had a dangerous job.

543

00:26:26,000 --> 00:26:27,000

Yeah.

544

00:26:27,000 --> 00:26:30,000

I could always tell easily by looking at my mom.

545

00:26:30,000 --> 00:26:33,000

There'd be some days where she was just off.

546

00:26:33,000 --> 00:26:36,000

I wouldn't say anything, but you could just tell she was off.

547

00:26:36,000 --> 00:26:40,000

And when my father came home that night, he got a very long hug.

548

00:26:40,000 --> 00:26:41,000

Wow.

549

00:26:41,000 --> 00:26:44,000

When did you realize not just that your father had a dangerous job,

550

00:26:44,000 --> 00:26:47,000

but kind of what he had done in this particular accident?

551

00:26:47,000 --> 00:26:50,000

He made sure every other guy got out and checked the plane.

552

00:26:50,000 --> 00:26:51,000

Yes.

553

00:26:51,000 --> 00:26:54,000

And when you look at the footage of the crash,

554

00:26:54,000 --> 00:26:58,000

it's kind of remarkable that anybody survived, let alone everybody.

555

00:26:58,000 --> 00:27:02,000

My father was, I'd say, a really modest person.

556

00:27:02,000 --> 00:27:04,000

If he was standing here talking to you today,

557

00:27:04,000 --> 00:27:07,000

I don't think he'd be telling you he was a hero or anything like that.

558

00:27:07,000 --> 00:27:10,000

That was just part of the day's work.

559

00:27:10,000 --> 00:27:16,000

I did bring with me a report which came from one of the guys that was on the flight,

560

00:27:16,000 --> 00:27:17,000

but Davies.

561

00:27:17,000 --> 00:27:19,000

So he was the flight engineer on the flight,

562

00:27:19,000 --> 00:27:22,000

and this is the statement that he made after the accident.

563

00:27:22,000 --> 00:27:23,000

You want to read this?

564

00:27:23,000 --> 00:27:24,000

Sure.

565

00:27:24,000 --> 00:27:25,000

Regarding your dad.

566

00:27:25,000 --> 00:27:27,000

So Bud wrote, I opened my shoot.

567

00:27:27,000 --> 00:27:31,000

I was, by far, the highest shoot, and I could count seven others.

568

00:27:31,000 --> 00:27:32,000

One was missing.

569

00:27:32,000 --> 00:27:36,000

It had to be the captain, because that's the kind of guy he is.

570

00:27:36,000 --> 00:27:39,000

I spent 18 years in experimental flight tests,

571

00:27:39,000 --> 00:27:43,000

but I have never flown with anyone who demonstrated more cool proficiency,

572

00:27:43,000 --> 00:27:47,000

bravery, and consideration for his crew than Donald Gerberot.

573

00:27:47,000 --> 00:27:48,000

Can you tilt us up to read it?

574

00:27:48,000 --> 00:27:49,000

Yeah.

575

00:27:49,000 --> 00:27:53,000

Does that square off with your dad, would you say?

576

00:27:53,000 --> 00:27:54,000

Yeah.

577

00:27:54,000 --> 00:27:55,000

That was him.

578

00:27:55,000 --> 00:27:58,000

I bet I think he would have said the same for the other men that he was flying with.

579

00:27:58,000 --> 00:27:59,000

Right.

580

00:27:59,000 --> 00:28:00,000

Yeah.

581

00:28:00,000 --> 00:28:02,000

I feel very honored to be able to tell part of your dad's story.

582

00:28:02,000 --> 00:28:03,000

Well, I appreciate it, yeah.

583

00:28:03,000 --> 00:28:05,000

And I hope very much that this plane gets found.

584

00:28:05,000 --> 00:28:06,000

Yeah.

585

00:28:06,000 --> 00:28:07,000

I got my fingers crossed for it.

586

00:28:07,000 --> 00:28:08,000

Yeah.

587

00:28:08,000 --> 00:28:09,000

You'll be fine.

588

00:28:09,000 --> 00:28:10,000

What a pleasure.

589

00:28:10,000 --> 00:28:11,000

Thank you so much.

590

00:28:11,000 --> 00:28:12,000

Yeah, great to meet you.

591

00:28:12,000 --> 00:28:13,000

Yeah.

592

00:28:13,000 --> 00:28:19,000

The bravery and the humanity of Don Gerberot is an inspiration to keep searching for his missing plane,

593

00:28:19,000 --> 00:28:21,000

and there's momentum to be had.

594

00:28:21,000 --> 00:28:29,000

As I leave the lighthouse, I get word that we have the results of the forensic analysis of the coastline images that I shot earlier.

595

00:28:29,000 --> 00:28:39,000

I head to the nearby San Diego Air and Space Museum, built to honor the region's contributions to aviation.

596

00:28:39,000 --> 00:28:48,000

Inside, I find investigator Mike Primo, who has more than a decade of experience in forensic video and image analysis.

597

00:28:48,000 --> 00:28:49,000

Michael.

598

00:28:49,000 --> 00:28:50,000

Josh.

599

00:28:50,000 --> 00:28:51,000

Nice to see you again.

600

00:28:51,000 --> 00:28:52,000

Good to see you again.

601

00:28:52,000 --> 00:28:53,000

How you been?

602

00:28:53,000 --> 00:28:54,000

Doing well.

603

00:28:54,000 --> 00:28:55,000

Good.

604

00:28:55,000 --> 00:28:56,000

How about you?

605

00:28:56,000 --> 00:28:57,000

I'm great.

606

00:28:57,000 --> 00:29:01,000

So based on what we sent you, based on whatever you were able to do with the original film, were you able to help narrow down this search?

607

00:29:01,000 --> 00:29:10,000

I was doubtful when we started, but through image enhancement methodology, yes, we were able to uncover class characteristics that normally to the human eye wouldn't have been detectable.

608

00:29:10,000 --> 00:29:13,000

Meaning we may be able to figure out where this plane crashed?

609

00:29:13,000 --> 00:29:15,000

Geographically, yes, absolutely.

610

00:29:15,000 --> 00:29:16,000

All right, that's huge.

611

00:29:16,000 --> 00:29:18,000

So take me through it.

612

00:29:18,000 --> 00:29:20,000

What did you see in the footage and what did you find?

613

00:29:20,000 --> 00:29:23,000

The very first step is we analyze the unknown, which is the film.

614

00:29:23,000 --> 00:29:26,000

As we're watching this video, it's shaky.

615

00:29:26,000 --> 00:29:30,000

There's noise involved from the degradation of the film.

616

00:29:30,000 --> 00:29:34,000

And the camera is trying to follow this aircraft.

617

00:29:34,000 --> 00:29:38,000

As it pans to this scene, we see pretty clearly some sort of ridgeline.

618

00:29:38,000 --> 00:29:40,000

Yes, that was my first impression too.

619

00:29:40,000 --> 00:29:41,000

There's something behind this plane.

620

00:29:41,000 --> 00:29:43,000

Yes, absolutely.

621

00:29:43,000 --> 00:29:46,000

So there's our unknown mountain ridgeline.

622

00:29:46,000 --> 00:29:47,000

Yes.

623

00:29:47,000 --> 00:29:52,000

And in order to see these peaks more clearly, we equalize the contrast.

624

00:29:52,000 --> 00:29:55,000

Right, and we can see them quite clearly here now.

625

00:29:55,000 --> 00:29:56,000

Yes.

626

00:29:56,000 --> 00:30:03,000

Based on the images that you sent us that you had captured directly behind Point Loma, this appears to be the Otay Mountain Ridgeline.

627

00:30:03,000 --> 00:30:04,000

The Otay Mountain Ridgeline.

628

00:30:04,000 --> 00:30:05,000

Okay.

629

00:30:05,000 --> 00:30:08,000

And so we think that this could be the top of Otay Mountain.

630

00:30:08,000 --> 00:30:10,000

That's correct.

631

00:30:10,000 --> 00:30:11,000

Okay, that's huge.

632

00:30:11,000 --> 00:30:17,000

We may not know exactly where we are in relation to that peak, but we certainly know we're not 50 miles up the coast.

633

00:30:17,000 --> 00:30:18,000

Absolutely.

634

00:30:18,000 --> 00:30:22,000

So the question is, can we get any more specific as to where this plane might have crashed?

635

00:30:22,000 --> 00:30:23,000

I think that we can.

636

00:30:23,000 --> 00:30:26,000

Josh, let's go ahead and look at the footage.

637

00:30:26,000 --> 00:30:29,000

Yes, so we're back to the crash footage here. Where am I looking?

638

00:30:29,000 --> 00:30:38,000

So as you're watching the video, as the camera pans around the plane, there is a perpendicular line that was detected amongst what looks to be like a shoreline.

639

00:30:38,000 --> 00:30:41,000

This perpendicular line is strange.

640

00:30:41,000 --> 00:30:44,000

Oh, this is what you're talking about here. This dark line here.

641

00:30:44,000 --> 00:30:45,000

Correct.

642

00:30:45,000 --> 00:30:56,000

By carefully enhancing the footage, Michael has found a unique feature, a dark line that resembles water jutting inland from the coast, and within that water, what looks like a sliver of land.

643

00:30:56,000 --> 00:30:58,000

So is there a place that matches this?

644

00:30:58,000 --> 00:30:59,000

There is.

645

00:30:59,000 --> 00:31:04,000

Just north of Point Loma and the Ridgeline, a place known as Mission Bay.

646

00:31:05,000 --> 00:31:15,000

Mission Bay is a manmade 2000 acre saltwater inlet developed in the late 1940s as a recreational water park north of Point Loma.

647

00:31:15,000 --> 00:31:25,000

You can very easily make a case that that's exactly what you're seeing here, that that's the entrance to the harbor and the river, and that this over on the left is Mission Bay itself.

648

00:31:25,000 --> 00:31:32,000

The artificial islands and waterways of Mission Bay are clearly a close match to the historic footage.

649

00:31:32,000 --> 00:31:35,000

So if that is Mission Bay, then where's our plane?

650

00:31:35,000 --> 00:31:38,000

Somewhere between Mission Bay and Point Loma.

651

00:31:38,000 --> 00:31:39,000

Which is a distance of how far?

652

00:31:39,000 --> 00:31:41,000

Approximately six miles.

653

00:31:41,000 --> 00:31:45,000

Okay, that gives us a real bounding box on either end.

654

00:31:45,000 --> 00:31:57,000

The original search area focused on the waters off Point Loma, but this analysis of the crash footage draws us six miles north to an area between four and eight miles from shore.

655

00:31:57,000 --> 00:32:07,000

This is a big deal because it gives us an actual targeted search area, which is something that we've never had in this investigation for three quarters of a century.

656

00:32:07,000 --> 00:32:08,000

Right.

657

00:32:08,000 --> 00:32:13,000

And so somewhere in that six miles by four to eight miles, there should be a plane.

658

00:32:13,000 --> 00:32:14,000

There should be a plane.

659

00:32:14,000 --> 00:32:16,000

That's huge.

660

00:32:16,000 --> 00:32:17,000

Thanks, man.

661

00:32:17,000 --> 00:32:18,000

Thanks for the opportunity.

662

00:32:18,000 --> 00:32:19,000

Incredible.

663

00:32:20,000 --> 00:32:31,000

We may be closer than ever to finding the XP-5Y, but searching this much ocean is still a daunting task and I'm going to need some help.

664

00:32:31,000 --> 00:32:42,000

I link back up with underwater investigator Brett Eldridge, who leads me down a local dock to meet renowned marine surveyors Dave Carlisle and Chris Catalano of Orca Maritime.

665

00:32:42,000 --> 00:32:46,000

So for this case, we have some really cool new forensic data.

666

00:32:46,000 --> 00:32:51,000

So I'm hoping you guys have some awesome technology on board that can help locate this plane.

667

00:32:51,000 --> 00:32:52,000

We do, Josh.

668

00:32:52,000 --> 00:32:53,000

We have some pretty powerful sonars.

669

00:32:53,000 --> 00:32:55,000

We have a multi-beam sonar.

670

00:32:55,000 --> 00:33:03,000

We have a side scan sonar and we have the vessel sonar, as well as a ROV capable to a thousand feet with high definition cameras.

671

00:33:03,000 --> 00:33:04,000

Okay.

672

00:33:04,000 --> 00:33:05,000

So that plane's down there.

673

00:33:05,000 --> 00:33:06,000

We're going to find it.

674

00:33:06,000 --> 00:33:07,000

Let's go do it.

675

00:33:07,000 --> 00:33:08,000

I like his attitude.

676

00:33:08,000 --> 00:33:09,000

Let's go to sea.

677

00:33:09,000 --> 00:33:10,000

Come on.

678

00:33:17,000 --> 00:33:24,000

The boat speeds out to sea toward the search zone established by our photo analysis.

679

00:33:24,000 --> 00:33:33,000

And before long, we're parked right in the middle and deploy Orca Maritime's impressive sonar to scour the sea floor.

680

00:33:35,000 --> 00:33:37,000

So our sonar unit is up and running.

681

00:33:37,000 --> 00:33:38,000

Yep.

682

00:33:38,000 --> 00:33:40,000

We're in the right spot here based on the forensic data.

683

00:33:40,000 --> 00:33:43,000

That's six miles offshore behind the Otey Mountains there.

684

00:33:43,000 --> 00:33:45,000

So what do we do?

685

00:33:45,000 --> 00:33:48,000

So right now we're going to make a track and then set up a grid for Dave to follow.

686

00:33:48,000 --> 00:33:51,000

I'm going to create a long lane and then I'm going to duplicate it.

687

00:33:51,000 --> 00:33:52,000

Okay.

688

00:33:52,000 --> 00:33:53,000

And Dave will follow those lanes.

689

00:33:53,000 --> 00:33:54,000

So we just zigzag back and forth.

690

00:33:54,000 --> 00:33:55,000

Yep.

691

00:33:55,000 --> 00:33:56,000

Okay.

692

00:33:56,000 --> 00:33:57,000

Mowing the lawn.

693

00:33:57,000 --> 00:33:58,000

Exactly.

694

00:33:58,000 --> 00:34:00,000

The more times we pass, the more data we get.

695

00:34:00,000 --> 00:34:01,000

Perfect.

696

00:34:01,000 --> 00:34:02,000

Okay.

697

00:34:02,000 --> 00:34:03,000

So how long is this going to take?

698

00:34:03,000 --> 00:34:04,000

It's going to be a while.

699

00:34:04,000 --> 00:34:06,000

You didn't even give it a amount of time.

700

00:34:06,000 --> 00:34:07,000

That's a bad sign.

701

00:34:07,000 --> 00:34:08,000

Should we take it now?

702

00:34:08,000 --> 00:34:09,000

Yeah, okay.

703

00:34:09,000 --> 00:34:10,000

We'll be on the deck.

704

00:34:10,000 --> 00:34:11,000

I'll call you when I need you.

705

00:34:11,000 --> 00:34:12,000

Here we go.

706

00:34:13,000 --> 00:34:20,000

Covering our entire search zone takes long, tedious hours.

707

00:34:20,000 --> 00:34:30,000

Time which Brett and I use to maximum productivity.

708

00:34:30,000 --> 00:34:31,000

What can I say?

709

00:34:31,000 --> 00:34:39,000

We're becoming one with San Diego's other sea mammals.

710

00:34:39,000 --> 00:34:41,000

Okay guys, we got data.

711

00:34:41,000 --> 00:34:42,000

I think we got something.

712

00:34:42,000 --> 00:34:43,000

Okay, here we go.

713

00:34:43,000 --> 00:34:44,000

Here we go.

714

00:34:47,000 --> 00:34:50,000

Okay, so what do we got?

715

00:34:50,000 --> 00:34:53,000

Well, we processed all the data and I think we got some things.

716

00:34:53,000 --> 00:34:54,000

You do?

717

00:34:54,000 --> 00:34:55,000

Yeah.

718

00:34:55,000 --> 00:34:56,000

All right, what do we got?

719

00:34:56,000 --> 00:34:57,000

This is the first one.

720

00:34:57,000 --> 00:34:58,000

Oh, there's something there.

721

00:35:02,000 --> 00:35:03,000

Let's take a look.

722

00:35:03,000 --> 00:35:08,000

I mean, that is a clear sandy bottom with some piece of wreckage on it.

723

00:35:08,000 --> 00:35:14,000

I'm with a team conducting a sonar sweep of a newly established search zone near Mission Bay, California,

724

00:35:14,000 --> 00:35:20,000

looking for the secret sea plane known as the XP-5Y, the only one in existence.

725

00:35:22,000 --> 00:35:27,000

Now, the crew of Orca Maritime has found a promising hit on the ocean floor.

726

00:35:27,000 --> 00:35:28,000

That's definitely interesting.

727

00:35:28,000 --> 00:35:29,000

Yes, that's debris, right?

728

00:35:29,000 --> 00:35:30,000

That's debris.

729

00:35:30,000 --> 00:35:32,000

That could be a big engine sitting down there.

730

00:35:32,000 --> 00:35:33,000

I think we have to check that out.

731

00:35:33,000 --> 00:35:34,000

So that one's a for sure?

732

00:35:34,000 --> 00:35:35,000

So let's mark that.

733

00:35:35,000 --> 00:35:36,000

What else you got?

734

00:35:36,000 --> 00:35:40,000

The next target, I kind of put together a 3D model to kind of see where things stick up off the bottom.

735

00:35:40,000 --> 00:35:41,000

Okay.

736

00:35:41,000 --> 00:35:43,000

And you can kind of see it stands out, yeah.

737

00:35:43,000 --> 00:35:46,000

And you can see there's something sticking up off the bottom about five feet.

738

00:35:46,000 --> 00:35:47,000

Five feet off the bottom?

739

00:35:47,000 --> 00:35:48,000

Yeah.

740

00:35:48,000 --> 00:35:52,000

So these spikes that we see coming up, that's wreckage rising off the bottom.

741

00:35:52,000 --> 00:35:54,000

That's what I'm hoping, yeah.

742

00:35:54,000 --> 00:35:58,000

And this is over a larger area here, so this may be a bigger piece of wreckage.

743

00:35:58,000 --> 00:35:59,000

What do you think?

744

00:35:59,000 --> 00:36:00,000

Is that a plane?

745

00:36:00,000 --> 00:36:01,000

It could be a plane.

746

00:36:01,000 --> 00:36:02,000

I'm feeling good about that.

747

00:36:02,000 --> 00:36:04,000

Well, certainly size-wise, this is the biggest thing we've seen.

748

00:36:04,000 --> 00:36:06,000

This one's the deepest at 660.

749

00:36:06,000 --> 00:36:07,000

660 feet?

750

00:36:07,000 --> 00:36:08,000

Yeah.

751

00:36:08,000 --> 00:36:09,000

Okay.

752

00:36:09,000 --> 00:36:10,000

So we've got really interesting targets here.

753

00:36:10,000 --> 00:36:11,000

Absolutely.

754

00:36:11,000 --> 00:36:12,000

You want to go diving?

755

00:36:12,000 --> 00:36:15,000

Uh, it's a little deep for me.

756

00:36:15,000 --> 00:36:16,000

Me too.

757

00:36:16,000 --> 00:36:27,000

At nearly 700 feet deep, these sonar hits are out of reach of even technical divers, but Dave has a solution, as I learn when we approach the first target.

758

00:36:27,000 --> 00:36:29,000

So we're about how far off this target?

759

00:36:29,000 --> 00:36:32,000

We're about 100 feet off the target approaching it quickly.

760

00:36:34,000 --> 00:36:39,000

We hover over the sonar anomaly, then bring out the star of our show.

761

00:36:39,000 --> 00:36:41,000

This is our VLBV 300.

762

00:36:41,000 --> 00:36:42,000

Let's talk about it.

763

00:36:42,000 --> 00:36:43,000

What's on board here?

764

00:36:43,000 --> 00:36:48,000

All right, so the main point of interest is going to be our forward-looking sonar, and that's going to paint a pretty picture of what we hope to be a plane when we get down there.

765

00:36:48,000 --> 00:36:51,000

So this has its own independent sonar system on board?

766

00:36:51,000 --> 00:36:52,000

That's correct.

767

00:36:52,000 --> 00:36:58,000

We have two functioning cameras, two work lights, we have six vector thrusters, we have a grabber arm if we need to recover something.

768

00:36:58,000 --> 00:36:59,000

Should we see if that's what happens?

769

00:36:59,000 --> 00:37:00,000

Sure, let's do it.

770

00:37:00,000 --> 00:37:01,000

Let's do it, come on.

771

00:37:05,000 --> 00:37:06,000

All right, going in.

772

00:37:06,000 --> 00:37:07,000

Going in.

773

00:37:13,000 --> 00:37:14,000

You're in.

774

00:37:14,000 --> 00:37:15,000

ROV's in.

775

00:37:15,000 --> 00:37:16,000

Okay, let's see what it sees.

776

00:37:16,000 --> 00:37:17,000

Here we go.

777

00:37:18,000 --> 00:37:19,000

Our robot is away.

778

00:37:19,000 --> 00:37:22,000

Next stop, the bottom of the ocean.

779

00:37:23,000 --> 00:37:28,000

Okay, so the ROV's got sight of the line there, and so now it's just descend-descend, right?

780

00:37:28,000 --> 00:37:30,000

Yup, now it's just a waiting game, yeah.

781

00:37:30,000 --> 00:37:35,000

Downward thruster is up to about 70%, so I don't want to go too fast, I don't want to lose a line.

782

00:37:37,000 --> 00:37:39,000

So just passing 300 feet?

783

00:37:39,000 --> 00:37:41,000

Yeah, we're about halfway there.

784

00:37:41,000 --> 00:37:42,000

Okay.

785

00:37:42,000 --> 00:37:44,000

And we're right about 400 feet now.

786

00:37:44,000 --> 00:37:46,000

Yup, coming up on 400 here.

787

00:37:46,000 --> 00:37:48,000

It looks cold and dark.

788

00:37:48,000 --> 00:37:51,000

Definitely looks dark, it's a little spooky down here.

789

00:37:52,000 --> 00:37:58,000

There's something about watching ROV footage live that is actually really exciting, because it feels like a horror film.

790

00:37:58,000 --> 00:38:01,000

Like anything could come out of that darkness.

791

00:38:03,000 --> 00:38:04,000

500 feet?

792

00:38:06,000 --> 00:38:07,000

There's the bottom right there.

793

00:38:07,000 --> 00:38:08,000

Yup.

794

00:38:08,000 --> 00:38:09,000

Oh, there it is.

795

00:38:10,000 --> 00:38:11,000

Well, we got crabs.

796

00:38:11,000 --> 00:38:12,000

Got crabs.

797

00:38:12,000 --> 00:38:13,000

Got crabs.

798

00:38:13,000 --> 00:38:14,000

Lots of them.

799

00:38:14,000 --> 00:38:15,000

Wow, look at that.

800

00:38:15,000 --> 00:38:19,000

If the ROV feed is a horror film, then I guess these are the monsters.

801

00:38:20,000 --> 00:38:25,000

Hoping to find the monster of a plane wreck next, we continue scanning the bottom.

802

00:38:28,000 --> 00:38:34,000

So far, a lot of little divots in the sand, but nothing associated with any debris.

803

00:38:34,000 --> 00:38:35,000

No, not yet.

804

00:38:35,000 --> 00:38:38,000

I haven't seen anything that would indicate plane debris yet.

805

00:38:39,000 --> 00:38:40,000

Something right here for sure.

806

00:38:40,000 --> 00:38:42,000

Yeah, you can definitely see something there.

807

00:38:42,000 --> 00:38:47,000

Right, big bright returns sticking up off the bottom, so that's almost dead ahead of us.

808

00:38:48,000 --> 00:38:49,000

See that?

809

00:38:49,000 --> 00:38:51,000

Oh, something there.

810

00:38:51,000 --> 00:38:52,000

There's definitely something there.

811

00:38:52,000 --> 00:38:53,000

Is that wreckage?

812

00:38:54,000 --> 00:38:59,000

This is clearly not an entire aircraft, but could this be a piece of something?

813

00:38:59,000 --> 00:39:01,000

Could this be part of a wing that's ripped off?

814

00:39:02,000 --> 00:39:07,000

Yeah, there's nothing specific that screams airplane, but it's definitely like man-made, and it's definitely a debris field.

815

00:39:07,000 --> 00:39:09,000

But it's man-made, and it feels like a frame.

816

00:39:09,000 --> 00:39:13,000

It's also hard to know if that netting or that cloth is part of this thing.

817

00:39:13,000 --> 00:39:14,000

I mean, some of it's under it.

818

00:39:14,000 --> 00:39:15,000

Yeah.

819

00:39:15,000 --> 00:39:17,000

Could that be part of the debris?

820

00:39:17,000 --> 00:39:19,000

Or did it get there after?

821

00:39:19,000 --> 00:39:24,000

You know, the other thing we often see with airplanes, Josh, is cables and wires running everywhere.

822

00:39:24,000 --> 00:39:25,000

Which we don't see here.

823

00:39:25,000 --> 00:39:26,000

We don't see any of it here.

824

00:39:26,000 --> 00:39:27,000

That's right.

825

00:39:27,000 --> 00:39:31,000

I mean, that could be a hundred things.

826

00:39:32,000 --> 00:39:37,000

And even going all the way down there, hundreds of feet, putting a camera an inch away from it.

827

00:39:37,000 --> 00:39:38,000

We still can't tell.

828

00:39:38,000 --> 00:39:39,000

You still can't tell.

829

00:39:39,000 --> 00:39:40,000

That's how hard this is.

830

00:39:41,000 --> 00:39:46,000

The debris, in both size and composition, is inconsistent with aviation wreckage.

831

00:39:46,000 --> 00:39:50,000

We catalog the find before moving on to the second sonar target,

832

00:39:50,000 --> 00:39:54,000

which Brett believes could be large fragments of an aircraft.

833

00:39:56,000 --> 00:40:00,000

We arrive at the next target as conditions begin to get choppy.

834

00:40:04,000 --> 00:40:09,000

Once in position over the coordinates, we send the ROV down into the deep.

835

00:40:12,000 --> 00:40:15,000

So we think this targets in nearly 700 feet of water, right?

836

00:40:15,000 --> 00:40:16,000

680.

837

00:40:16,000 --> 00:40:20,000

Here we go. We're coming down on it now. 640 feet we're at.

838

00:40:22,000 --> 00:40:24,000

Man, you can hardly even see that guideline anymore.

839

00:40:24,000 --> 00:40:26,000

Fighting some tough conditions today, Josh.

840

00:40:26,000 --> 00:40:27,000

Yeah, yeah, yeah.

841

00:40:28,000 --> 00:40:31,000

Oh, that current is just moving down there, isn't it?

842

00:40:32,000 --> 00:40:33,000

She lost power?

843

00:40:33,000 --> 00:40:34,000

Yep, she lost power.

844

00:40:34,000 --> 00:40:35,000

Did the outside go out?

845

00:40:35,000 --> 00:40:36,000

Yeah, it's off.

846

00:40:36,000 --> 00:40:37,000

The whole boat trip?

847

00:40:37,000 --> 00:40:38,000

Did everything shut down?

848

00:40:38,000 --> 00:40:39,000

Did that shut down?

849

00:40:39,000 --> 00:40:40,000

Yeah, and they're both on that side.

850

00:40:40,000 --> 00:40:41,000

Flip it off.

851

00:40:41,000 --> 00:40:42,000

All right.

852

00:40:42,000 --> 00:40:43,000

Is it a fuse?

853

00:40:43,000 --> 00:40:44,000

Yeah.

854

00:40:44,000 --> 00:40:49,000

The ROV more than 600 feet below us, everything suddenly goes dark.

855

00:40:49,000 --> 00:40:50,000

That ROV is just a drift right now?

856

00:40:50,000 --> 00:40:52,000

Yep, it's drifting with the current right now.

857

00:40:52,000 --> 00:40:53,000

Okay.

858

00:40:53,000 --> 00:40:56,000

I mean, we have no communication whatsoever with that thing down there.

859

00:40:56,000 --> 00:40:57,000

It's the right side, Dave.

860

00:40:57,000 --> 00:40:59,000

Check the breaker on the panel.

861

00:41:00,000 --> 00:41:03,000

This is not good because the ROV is now sitting down on this wreck without power

862

00:41:03,000 --> 00:41:05,000

and so it can get caught up in the wreckage.

863

00:41:05,000 --> 00:41:07,000

So we're going to see if we can get a new fuse in here.

864

00:41:08,000 --> 00:41:13,000

The crew is cool under pressure and scrambles to replace the fuse before the ROV gets snagged.

865

00:41:14,000 --> 00:41:16,000

Well, the panel's good, Dave.

866

00:41:18,000 --> 00:41:19,000

Okay, we're coming back up.

867

00:41:19,000 --> 00:41:20,000

Yeah.

868

00:41:20,000 --> 00:41:21,000

All right.

869

00:41:21,000 --> 00:41:22,000

Okay, we're rebooting.

870

00:41:22,000 --> 00:41:23,000

It's nerve-wracking.

871

00:41:23,000 --> 00:41:24,000

Yeah.

872

00:41:24,000 --> 00:41:25,000

We could be pretty hard.

873

00:41:25,000 --> 00:41:26,000

Totally nerve-wracking.

874

00:41:26,000 --> 00:41:27,000

Yeah.

875

00:41:28,000 --> 00:41:29,000

All right, here we go.

876

00:41:29,000 --> 00:41:30,000

Hold onto your butts.

877

00:41:31,000 --> 00:41:33,000

That's a Jurassic Park reference.

878

00:41:34,000 --> 00:41:35,000

Doesn't matter.

879

00:41:35,000 --> 00:41:36,000

Here we go.

880

00:41:36,000 --> 00:41:37,000

Okay.

881

00:41:37,000 --> 00:41:38,000

We got lights.

882

00:41:38,000 --> 00:41:39,000

We're back up.

883

00:41:39,000 --> 00:41:40,000

Let's see if we can get a sonar image, maybe.

884

00:41:40,000 --> 00:41:42,000

We're at like 645 feet, so we're up above it.

885

00:41:42,000 --> 00:41:44,000

And we're not snagged on into the tether?

886

00:41:44,000 --> 00:41:45,000

I don't believe so.

887

00:41:45,000 --> 00:41:46,000

Great news.

888

00:41:46,000 --> 00:41:47,000

Okay, great.

889

00:41:47,000 --> 00:41:55,000

With the power once again flowing and the ROV fortunately unscathed, we resume our path toward our sonar target.

890

00:41:56,000 --> 00:41:57,000

Some fish.

891

00:41:57,000 --> 00:41:59,000

Fish, that's always the sign of a wreck.

892

00:42:01,000 --> 00:42:02,000

All right, sonar, do your thing.

893

00:42:02,000 --> 00:42:03,000

What do you see down there?

894

00:42:05,000 --> 00:42:06,000

Oh, something up there?

895

00:42:06,000 --> 00:42:07,000

Yep.

896

00:42:07,000 --> 00:42:08,000

Yep.

897

00:42:08,000 --> 00:42:09,000

Something big right in front of us there.

898

00:42:09,000 --> 00:42:10,000

Look at that.

899

00:42:10,000 --> 00:42:11,000

Look at right there.

900

00:42:11,000 --> 00:42:12,000

I got a really good feeling.

901

00:42:14,000 --> 00:42:15,000

Oh, look at that.

902

00:42:15,000 --> 00:42:17,000

That looks like it could be a plane.

903

00:42:17,000 --> 00:42:18,000

That could be a plane.

904

00:42:18,000 --> 00:42:19,000

A big plane.

905

00:42:19,000 --> 00:42:20,000

Look at the wings, the tail.

906

00:42:20,000 --> 00:42:21,000

You can see the props.

907

00:42:21,000 --> 00:42:22,000

You can see the props right there.

908

00:42:22,000 --> 00:42:24,000

Look at the size of that wing.

909

00:42:24,000 --> 00:42:25,000

Big.

910

00:42:25,000 --> 00:42:27,000

That is definitely an airplane.

911

00:42:29,000 --> 00:42:31,000

This thing looks really intact.

912

00:42:32,000 --> 00:42:33,000

It's totally intact.

913

00:42:35,000 --> 00:42:37,000

What in the world is it doing down there?

914

00:42:37,000 --> 00:42:40,000

So those growths are, we think, in the cockpit area?

915

00:42:40,000 --> 00:42:42,000

I think we're coming up on the prop.

916

00:42:47,000 --> 00:42:49,000

Oh, that is a star.

917

00:42:49,000 --> 00:42:51,000

That's a Navy star right there.

918

00:42:51,000 --> 00:42:52,000

That's a Navy star right there.

919

00:42:52,000 --> 00:42:53,000

It's a Navy plane.

920

00:42:53,000 --> 00:42:54,000

Guarantee.

921

00:42:54,000 --> 00:42:55,000

Holy f\*\*\*.

922

00:42:55,000 --> 00:42:56,000

Look at that.

923

00:43:04,000 --> 00:43:06,000

While hunting for the lost XP-5Y,

924

00:43:06,000 --> 00:43:09,000

I actually got the chance to fly one, sort of.

925

00:43:10,000 --> 00:43:11,000

So this moves.

926

00:43:11,000 --> 00:43:12,000

This is a simulator.

927

00:43:12,000 --> 00:43:15,000

It is very dynamic, but it's not anything you can't handle.

928

00:43:15,000 --> 00:43:16,000

We'll see about that, but...

929

00:43:16,000 --> 00:43:17,000

All right.

930

00:43:17,000 --> 00:43:18,000

We are ready to go.

931

00:43:18,000 --> 00:43:19,000

All right.

932

00:43:19,000 --> 00:43:20,000

All right.

933

00:43:20,000 --> 00:43:21,000

Everything out of the pockets?

934

00:43:21,000 --> 00:43:22,000

Why do things need to be out of my pockets?

935

00:43:22,000 --> 00:43:23,000

It's a dynamic ride.

936

00:43:23,000 --> 00:43:25,000

People keep using that word, dynamic.

937

00:43:26,000 --> 00:43:27,000

Okay, oh boy.

938

00:43:27,000 --> 00:43:30,000

And you will start from the air.

939

00:43:30,000 --> 00:43:31,000

Okay, okay, okay.

940

00:43:31,000 --> 00:43:32,000

And I'm flying.

941

00:43:32,000 --> 00:43:33,000

There you go.

942

00:43:33,000 --> 00:43:34,000

Oh, she got some kick.

943

00:43:34,000 --> 00:43:35,000

She got some power.

944

00:43:35,000 --> 00:43:36,000

It'll move.

945

00:43:36,000 --> 00:43:37,000

Okay, hold on.

946

00:43:37,000 --> 00:43:38,000

Let me just straighten this.

947

00:43:38,000 --> 00:43:39,000

This thing really...

948

00:43:39,000 --> 00:43:40,000

It actually goes over, doesn't it?

949

00:43:40,000 --> 00:43:41,000

It really does.

950

00:43:41,000 --> 00:43:42,000

We are upside down.

951

00:43:42,000 --> 00:43:43,000

Yes, we are.

952

00:43:43,000 --> 00:43:44,000

Okay, I got to just...

953

00:43:44,000 --> 00:43:45,000

Whoa!

954

00:43:45,000 --> 00:43:46,000

Okay.

955

00:43:46,000 --> 00:43:47,000

How am I doing, bud?

956

00:43:47,000 --> 00:43:48,000

Oh, here we go.

957

00:43:48,000 --> 00:43:51,000

Everything's fine, but there's no sick bags in here, are there?

958

00:43:51,000 --> 00:43:52,000

All right, Josh.

959

00:43:52,000 --> 00:43:54,000

This is where I get off.

960

00:43:54,000 --> 00:43:56,000

Oh, bud, that's good.

961

00:43:56,000 --> 00:43:57,000

Bud?

962

00:43:57,000 --> 00:43:59,000

I jumped.

963

00:44:03,000 --> 00:44:04,000

That is a Navy star.

964

00:44:04,000 --> 00:44:06,000

That's a Navy star.

965

00:44:06,000 --> 00:44:09,000

Dude, unbelievable!

966

00:44:10,000 --> 00:44:16,000

In our search for the lost XP-5Y prototype, it appears we've made a major discovery.

967

00:44:16,000 --> 00:44:21,000

A US Navy plane almost 700 feet below the surface.

968

00:44:21,000 --> 00:44:26,000

Do you know how rare this is to see an airplane this deep underwater completely intact?

969

00:44:26,000 --> 00:44:28,000

Oh, we got some ID numbers.

970

00:44:28,000 --> 00:44:29,000

Oh, oh!

971

00:44:29,000 --> 00:44:30,000

Right here.

972

00:44:30,000 --> 00:44:31,000

This is one, two, zero.

973

00:44:31,000 --> 00:44:33,000

One, two, zero, four, two.

974

00:44:33,000 --> 00:44:35,000

Do we have numbers on the XP-5Y?

975

00:44:35,000 --> 00:44:36,000

I don't even know if there would be.

976

00:44:36,000 --> 00:44:38,000

It's an experimental plane.

977

00:44:38,000 --> 00:44:39,000

This is a Navy plane.

978

00:44:39,000 --> 00:44:40,000

I mean, that's...

979

00:44:40,000 --> 00:44:41,000

Well, 100 guarantees.

980

00:44:41,000 --> 00:44:43,000

They're big wings, but it doesn't look big enough.

981

00:44:43,000 --> 00:44:45,000

The fuselage doesn't, right?

982

00:44:45,000 --> 00:44:47,000

The XP-5Y fuselage is huge.

983

00:44:47,000 --> 00:44:48,000

It's huge!

984

00:44:48,000 --> 00:44:49,000

This looks narrower.

985

00:44:49,000 --> 00:44:50,000

Yeah, for sure.

986

00:44:50,000 --> 00:44:51,000

But this isn't a small plane.

987

00:44:51,000 --> 00:44:52,000

No, no, no.

988

00:44:52,000 --> 00:44:53,000

This isn't like some little combat plane.

989

00:44:53,000 --> 00:44:55,000

No, no, this is bigger than that.

990

00:44:55,000 --> 00:44:59,000

But how is there a Navy plane sitting down there that's not our plane?

991

00:44:59,000 --> 00:45:03,000

There's no record of a large Navy plane lost out here at these coordinates?

992

00:45:03,000 --> 00:45:07,000

No, and nobody has ever seen this before.

993

00:45:07,000 --> 00:45:12,000

The physical characteristics of this wreck suggest that this can't be our plane,

994

00:45:12,000 --> 00:45:15,000

which raises an important question of its own.

995

00:45:15,000 --> 00:45:16,000

What the hell is it?

996

00:45:16,000 --> 00:45:18,000

Here's what I'm thinking.

997

00:45:18,000 --> 00:45:24,000

Big engine, huge wings, probably carrier-based single pilot.

998

00:45:24,000 --> 00:45:30,000

If I had a hazard to guess, I would go with a Sky Raider.

999

00:45:30,000 --> 00:45:35,000

The Douglas A-1 Sky Raider went into service in 1945,

1000

00:45:35,000 --> 00:45:42,000

a carrier-based torpedo bomber that served in every U.S. conflict between World War II and Vietnam.

1001

00:45:42,000 --> 00:45:46,000

It's possible this plane was once piloted in battle.

1002

00:45:46,000 --> 00:45:49,000

We might be looking at a Sky Raider.

1003

00:45:49,000 --> 00:45:52,000

Which, there's no record of one of those out here.

1004

00:45:52,000 --> 00:45:53,000

This is a mystery.

1005

00:45:53,000 --> 00:45:56,000

We're going to figure out what this is for sure.

1006

00:45:56,000 --> 00:45:57,000

We have to.

1007

00:45:57,000 --> 00:45:58,000

Yeah.

1008

00:45:58,000 --> 00:46:05,000

It's a historic discovery of the best kind, one that may tell a story we've never heard before.

1009

00:46:05,000 --> 00:46:14,000

We steam for port to put the remaining puzzle pieces of our investigation together.

1010

00:46:14,000 --> 00:46:20,000

Our search for the XP-5Y has led to not one, but two previously uncatalogged wrecks

1011

00:46:20,000 --> 00:46:24,000

now rediscovered off the coast of San Diego.

1012

00:46:24,000 --> 00:46:32,000

After extensive research, Brett was able to identify the make of the first plane we found in our

near-zero visibility dive.

1013

00:46:32,000 --> 00:46:38,000

The sloped fuselage was a telltale sign of a Grumman F-8F Bearcat.

1014

00:46:38,000 --> 00:46:45,000

The Bearcat was a carrier-based fighter that was only operational between 1944 and 1952,

1015

00:46:45,000 --> 00:46:51,000

making our find an aviation geeks version of stumbling across a Mickey Mantle rookie card.

1016

00:46:51,000 --> 00:46:58,000

And as for the plane we filmed with our ROV, the tail number confirms it as a Douglas A-1 Sky Raider.

1017

00:46:58,000 --> 00:47:06,000

Records indicate that in 1963, this Sky Raider was one of 50 transferred from the Navy here in San Diego

1018

00:47:06,000 --> 00:47:11,000

to the U.S. Air Force first special operations wing based in Hurlbert Field, Florida.

1019

00:47:11,000 --> 00:47:15,000

There, it was used to train pilots for the escalating Vietnam War.

1020

00:47:15,000 --> 00:47:23,000

But how this plane returned to California to lie in 700 feet of water is anyone's guess.

1021

00:47:23,000 --> 00:47:33,000

Meanwhile, the XP-5Y remains at large, a testament to our ability to build big and accomplish the seemingly impossible.

1022

00:47:33,000 --> 00:47:39,000

Since the birth of flight, aviation innovation has advanced one aircraft at a time,

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and testing those planes has required heroes like Don Girmarad and his crew.

1024

00:47:45,000 --> 00:47:52,000

The plane they leapt from is still out there, and with an ever-narrowing search zone, I have no doubt will soon be found

1025

00:47:52,000 --> 00:47:57,000

to take its place in the great pantheon of extraordinary aircraft.