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DOCUMENTS

EH-71/26

L. Pg 13 misc

HEADQUARTERS
AIR FORCE SPECIAL WEAPONS CENTER
KIRTLAND AIR FORCE BASE
NEW MEXICO

411770

THIS DOCUMENT CONTAINS 7 PAGES

SWB

SUBJECT: Transmittal of Documents

JUL 13 1953

LOS ALAMOS



02016311

TO: Dr. Harold F. Plank
Task Group 7.1
Los Alamos Scientific Laboratory
P. O. Box 1663
Los Alamos, New Mexico

1. Reference your telephone request of 8 July 1953, there are inclosed all available documents on excess radiation of G-54 aircraft No. 45-575 and SA-16 aircraft No. 51-016.

2. Please sign and return the inclosed Classified Document Receipt immediately. Also, as these documents are from the IVY central files, it is requested that they be returned to this Headquarters as soon as you are finished with them.

FOR THE COMMANDER:

Wate

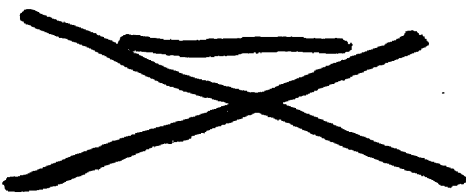
Earl W. Kesling

EARL W. KESLING
Colonel, USAF
D/Cmdr for O/S Tests

- 3 Incls:
 - 1 - Rpt of Excess Radiation Dosage SA-16 (1 copy)(S)
 - 2 - Rpt of Excess Radiation Dosage G-54 (1 copy)(S)
 - 3 - Acft Contamination Data (Al-14, Al-15, Al-16, Al-17, Al-18, 1 copy each) (SRD)

DEPARTMENT OF ENERGY DECLASSIFICATION REVIEW	
FORM NO. 88-27	DETERMINATION (CIRCLE NUMBER)
DATE: 12/2/99	1. CLASSIFICATION RETAINED
BY: [Signature]	2. CLASSIFICATION CHANGED TO:
REVIEW DATE: 12/2/99	3. CONTAINS NO DOE CLASSIFIED INFO
AGENCY: DD	4. COORDINATE WITH: USAF
NAME: [Signature]	5. CLASSIFICATION CANCELED
	6. CLASSIFIED INFO BRACKETED
	7. OTHER (SPECIFY): 7 pages

encls 1 and 3 only declass per Air Force 14-00000 7/1/99



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~~CLASSIFIED INFORMATION~~

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ENC 33654

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REPORT OF EXCESS PERSONNEL RADIATION DOSAGE, SA-16 AIRCRAFT

1. PURPOSE:

To collect all information available relative to radiation dosages received by personnel aboard SA-16 Number 51-016 on 1 November 1952.

2. NARRATIVE:

The SA-16 Aircraft was orbiting a positing in the area of the "Control" B-29 on day of mission. At approximately 1019 local time, this Rescue Aircraft was ordered to perform an interception of two Fighter Aircraft running low on fuel. While executing the interception, the SA-16 flew through radioactive clouds with peak readings of 17 Roentgens. One Jet Fighter Aircraft subsequently landed in water three and four tenths ($3 \frac{4}{10}$) miles short of Eniwetok. The pilot is missing and presumed to be a fatality. This SA-16 Rescue Aircraft was within approximately one mile of the jet fighter at the time of ditching.

The SA-16 continued searching the area until approximately 1358 local time and then landed at Eniwetok to refuel the aircraft. The aircraft was met by a Radsafe Monitor on the ground at Eniwetok who informed the crew that their aircraft was "HOT". The crew replied with the answer that they were aware of the fact.

Brigadier General Glantzberg also met the SA-16 crew. He remarked to the crew that there was a possibility of "Fall-out at Eniwetok". General Glantzberg was not aware of the intensity of Radiation received by the SA-16 Crew.

3. FINDINGS:

- a. The radiation limit as established by JTF at time of this mission was 3.0 Roentgens. A subsequent message amended the limit to 3.9 Roentgens. This total integrated permissible dose covers a three month operational period.
- b. Personnel of this crew received from 10 Roentgens to 17.8 Roentgens.
- c. The Radsafe Monitor on this crew had a one week course in Radiological training.
- d. The aircraft first entered radioactive clouds at approximately 1019 or shortly thereafter and did not arrive at Kwajalein until 1700. The crew was exposed to varying amounts of radiation approximately 6 hours and 30 minutes.

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SECURITY INFORMATION

AIRCRAFT CONTAMINATION DATA

AIRCRAFT C-54 "MIKE" SHOT DATE 1 NOVEMBER 1952
5575SHOT TIME 0715

CONTAMINATION SURVEY	DATE TIME	1	2	3	4	5	6
		1 Nov. 1130	4 Nov. 1130	6 Nov. 1745	7 Nov. 1245	12 Nov. 1130	
1. Nose Section (Right Side)		800	40	21	12		
2. Nose Gear		600	20	10	6	2	
3. # 3 Engine Prop.		1900	100	34	20	4	
4. # 3 Engine		3900	430	200	34	7	
a. Intake		20,000	3000	320	40	5	
b. Accessory Section		10,000	1000	195	44	16	
c. Turbos			380	450	70	24	
5. Right Main Landing Gear		1000	260	122	70	1	
6. # 4 Engine Prop.		2000	80	36	10	4	
7. # 4 Engine		3000	400	430	20	6	
a. Intake		20,000	2200	320	25	6	
b. Accessory Section		10,100	1000	300	34	10	
c. Turbos			320	200	42	12	
8. Leading Edge of Right Wing		2900	80	60	15	6	
9. Trailing Edge of Right Wing		1500	20	8	6	1	

*Decontaminant used after 1st Reading**2nd*GUM & HEROGENE, TIDE & HOT WATER
HOT WATER RINSE*3rd**4th**All Readings Are in MR/HR**Maximum Final Reading 24 MR/HR*~~Restricted Data~~

A1-14

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Incl #3 20695

AIRCRAFT CONTAMINATION DATA

AIRCRAFT 6-84 4075 "MIRY" SHOT DATE 3 NOVEMBER 1952

SHOT TIME 0715

CONTAMINATION SURVEY	DATE	1	2	3	4	5	6
		1 Nov	4 Nov	6 Nov	7 Nov	12 Nov	
		TIME	1130	1130	1745	1245	1130
10. Right Side of Passage		1000	12	8	6	1	
11. Leading Edge of Rt. Horiz. Stab.		1000				1	
12. Trailing Edge Rt. Horiz. Stab.		1000				1	
13. Leading Edge L. Horiz. Stab.		1800				1	
14. Trailing Edge L. Horiz. Stab.		1000				1	
15. Left Side of Passage		1000		10	6	1	
16. Trailing Edge L. Wing		2000		10	7		
17. Leading Edge L. Wing		3000	80	80	24	8	
18. #1 Engine Prop		2000	80	26	8	4	
19. # 1 Engine		8000	440	200	18	6	
a. Intake		28,000	2400	80	16	7	
b. Accessory Section		15,000	800	110	30	8	
c. Turbos			400	360	18	10	
20. # 2 Engine Prop.		8000	60	32	6	3	

Decontaminant used after 1st Reading

2nd

3rd GUNK & KEROSENE, TIDE & HOT WATER
HOT WATER RINSE

4th

All Readings Are in MR/HR *Maximum Final Reading 24 MR/HR*

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SECURITY INFORMATION

AIRCRAFT CONTAMINATION DATA

AIRCRAFT G-84 "MEXE" SHOT DATE 1 NOVEMBER 1952

5575

SHOT TIME 0715

CONTAMINATION SURVEY		1	2	3	4	5	6
	DATE	1 Nov	4 Nov	6 Nov	7 Nov	12 Nov	
	TIME	1130	1130	1745	1845	1130	
21. # 2 Engine		8000	440	300	20	14	
a. Intake		21,000	2100	120	24	8	
b. Accessory Section		11,000	660	140	25	13	
c. Turbos			300	160	22	10	
22. Left Main Landing Gear		2000	240	60	16	4	
23. Nose Section (Left Side)		2000	30	24	7	3	
24. Bottom of Fuselage		1000	20	10	4		
a. Radar Dome		2000	38	28	14	4	
b. Antenna		2000	37	19	10	3	
25. Rear Compartment- Crew Pos.		1000	25	10	4	3	
26. Bomb Bay Walls							
27. Front Compartment- Crew Pos.		1000	25	12	5		

Decontaminant used after 1st Reading

2nd

3rd GUNK & KEROSENE, TIDE & HOT WATER
HOT WATER RINSE

4th

All Readings Are in MR/HR *Maximum Final Reading ²⁴ MR/HR*

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SECURITY INFORMATION

AIRCRAFT CONTAMINATION DATA

AIRCRAFT SA-16 "MIKE" SHOT DATE 1 November 1952
51-016

SHOT TIME 0715

CONTAMINATION SURVEY	DATE TIME	1	2	3	4	5	6
		1 Nov. 1700	2 Nov. 1415	7 Nov. 1010	7 Nov. 1605	8 Nov. 1515	
1. Rt. Side of Nose Section			260	36	28	10	
2. Nose Gear			160	20	20	13	
3. # 2 Engine Prop.			800	200	44	30	
4. # 2 Engine			3000	460	105	55	
5. a. Intake				460	42	35	
b. Accessory Sect.			3200	340	100	49	
c. Oil Cooler				270	140		
5. Rt. Main Landing Gear		1000	200	36	16	10	
6. Leading Edge Rt. Wing			1200	100	33	20	
7. Trailing Edge Rt. Wing			44	10	6	5	
8. Rt. Side of Fuselage			100	30	10	8	
9. Leading Edge Rt. Horiz. Stab.			80	16	8	5	
10. Trailing Edge Rt. Horiz. Stab.			30	8	6	4	
11. Leading Edge L. Horiz. Stab.			70	16	9	6	
12. Trailing Edge L. Horiz. Stab.			30	8	5	4	

Decontaminant used after 1st Reading

2nd

3rd GUNK & KEROSENE, TIDE & HOT WATER
HOT WATER RINSE

4th

All Readings Are in MR/HR Maximum Final Reading 55 MR/HR

A1-17

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AIRCRAFT CONTAMINATION DATA

AIRCRAFT SA-35 MODEL SHOT DATE November 1952

SHOT TIME 09:15

CONTAMINATION SURVEY		1	2	3	4	5	6
	DATE	1 Nov.	2 Nov.	7 Nov.	7 Nov.	8 Nov.	
	TIME	1700	1415	1010	1605	1515	
13. Left Side of Fuselage			100	20	18	10	
14. Trailing Edge Left Wing			120	8		6	
15. Leading Edge Left Wing			1000	180	5	4	
16. # 1 Engine Prop.			700	120	16	13	
17. # 1 Engine			2400	420	33	8	
a. Intake			1000	346	100	30	
b. Accessory Sect.		3600	2200	310	100	50	
c. Oil Cooler				410			
18. Left Main Landing Gear			240				
19. Left Side Nose Section			380	30	18	12	
20. Bottom of fuselage				35	20		
21. Top of Fuselage				28	18		
22. Float-- Rt. Wing			260	18	8		
23. Float-- Left Wing			200	16	7		
24. Crew Compartment		1250	300	40	20		

Decontaminant used after 1st Reading

2nd

GUNK & KEROSENE, TIDE & HOT WATER
HOT WATER RINSE

3rd

4th

All Readings Are in MR/HR

Maximum Final Reading 55 MR/HR