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1150 MST, 14 March 1961. Lt Col Sweetnam, SAC Liaison Officer, to Lt Col Schuyler, Chief JNACC.

Col S: This is Col Sweetnam, SAC. We had another North Carolina type incident. It's B-52F on a cover all mission, carrying two [redacted] And it went in 15 miles SW of Yuba City, California. Time was 1807Z on the 14th. Just about an hour ago. And the aircraft was out of the 4134 Strategic Wing, Mather AFB. They come under our 15th AF. And the only other information we have is that they sent a airplane for refueling. Somehow the B-52 went out of control. The aircraft commander notified control room that they were bailing out and there has been a report that the aircraft was burning, but there been no evidence of detonation of any type. And that was the information that was phoned in from the SAC control room. They'll keep us posted and we'll let you know if there are further developments.

Col S: Do you know what the nearest AFB is there, the one that assuming control?

Col S: I brought up the same question and got a answer Mather was probably the closest AFB. (Later proved to be Beale AFB).

Col S: Alright, thank you very much.

1155 MST, 14 March 1961. Lt Col Cavell, Directorate of Nuclear Safety Research (DNSR) Kirtland AFB, to Lt Col Schuyler, Chief JNACC.

Col S: JNACC, Col Schuyler.

Col C: Col Schuyler, Lt Col Cavell, Command Post. DNSR. Accident: Command is SAC. 15th AF, Mather AFB, B-52F. A cover all mission. 15 miles SW of Yuba City, California. 1807Z (1107 MST). [redacted] 4134 Strategic Wing. Unconfirmed information. Crew bailed. Plane burning. No detonation. Our DNSR Command Post is located at Kirtland AFB, extension 2056, 2055 and 3436.

Col S: When are you planning to go?

Col C: Plans at this stage of the game are 1400 today. We'll keep you advised of the status of the movement.

Col S: Right. If we hear anything, we'll let you know.

Col C: Right. Thank you sir.

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1200 MST, 14 March 1961. Lt Col Charlton, Operations Division Chief  
DASA, to Lt Col Schuyler, Chief JNACC.

Col C: We just received a report from the Air Force Command Post that a B-52 crashed 15 miles south of Yuba City, California, with at least one weapon aboard.

Col S: That's 15 SW and there are two [REDACTED]

Col C: Well, very good.

Col S: Is that all you had?

Col C: Yes. We do have the unit designation. 4134 Strategic Wg.

Col S: Well, I'll give you what I have then.

Col C: Alright.

Col S: We got our information from the SAC representative. It's a Mather AFB aircraft. The intermediate command is the 15th. It was 15 miles SW of Yuba City, 1807Z, two [REDACTED] 4134 Strategic Wing. Unconfirmed that the crew bailed out. Unconfirmed and the plane was burning. The DNSR group here tentatively plans to travel to the scene at 1400 MST. They'll keep us advised.

Col C: Very good. I think we probably get better information from you than from the Air Force Command Post here because they seem to get garbled poop.

Col S: We'll keep you informed.

Col C: I sure appreciate it. Thank you Phil.

1204 MST, 14 March 1961. Col Banks, DNSR, to Lt Col Schuyler, Chief JNACC.

Col B: Schuyler, Banks. You did get the information as to take off time?

Col S: 1400?

Col B: Yes, MST. Now Col Harrell wants to speak to you.

Col H: Would you notify White so he can notify the LASL people.

Col S: I sure will.

Col H: We're going try to meet this 1400 takeoff. We've got the rest of our team ready. Can I leave it up to you to tell the AEC and the interested people? It's going to be a C-47, takeoff from Kirtland Operations at 1400.

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Col S: Alright.

Col H: We'll have room for them. If you'll call back their names and clearances we'll put it all on a TAX like we did before.

Col S: Alright sir.

Col H: Thanks alot.

1207 MST, 14 March 1961. Lt Col Schuyler, Chief JNACC, to Mr. White, AEC-ALO

Mr. W: This is White.

Col S: Do you have the news?

Mr. W: Well I have a start on it anyway.

Col S: Well, you want me to give you what I have?

Mr. W: If you please, Phil.

Col S: We had our first information at 1150 local from the SAC representative. The aircraft is B-52 out of Mather AFB, California. The intermediate command is 15th AF. Major command is SAC. B-52 crashed at approximately 15 miles SW of Yuba City, California, at 1807Z Zebra, Zulu.

Mr. W: Hold on just a minute, will you. We've got Washington on the other line. I think they might be interested in this. Phil, go ahead will you.

Col S: Had two [REDACTED] Aircraft was from the 4134 Strat Wing, at Mather AFB, California. Unconfirmed report is that the crew bailed out and the plane was burning.

Mr. W: No jettison?

Col S: Apparently not. No information of any detonation. That was all the information that was available at that time. Now, the DNSR is sending a C-47 from Kirtland Ops with 1400 takeoff.

Mr. W: Hold on just a minute. I want to relay that. Just a minute, Phil.

Col S: Right. They have room and your people are invited. They would like the names and clearances of the people that you want to have aboard. I can relay that to them if you'll call me. They are pretty busy over there.

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Mr. W: I'll call you the names and clearance information of those going. Somebody will be going from ALO. I've called LASL and given them just sketchy kind of information and I'll have to get clearance from them as to who will go and we have to get a plane up there and get the guy down here by 1400. It will take a little doing.

Col S: No one has asked us for any assistance but very near by, the Air Force has a very competent bunch at the JNACC map number 4E-1-1. And I imagine they're on their way out there by now if they're not already there. That's at the depot at McClellan AFB.

Mr. W: They have a pretty fair team there?

Col S: It's equivalent to the rest of these Air Force teams that your people have met at these events.

Mr. W: Good. Well, let me get the names and clearances information for you so you could give them to Col Stewart's outfit (DNSR). We sure appreciate it. I'll be in touch with you real shortly. That's about the size of what you have now?

Col S: That's all.

1212 MST, 14 March 1961. Lt Col Schuyler, Chief JNACC to, Col Whitfield, 2705th Air Munitions Wing, Hill AFB, Ogden, Utah.

Ann W: EOD Division, Airman Ward speaking sir.

Col S: This is Col Schuyler. Is Col Douglas in?

Ann W: Just a moment sir.

Oper : Operator.

Ann W: Could you sent this to 222, please.

Col W: Col Whitfield.

Col S: Col Schuyler here of JNACC. Have you the information on the B-52 in California?

Col W: No.

Col S: Alright. I'll start. B-52 went in 15 miles SW of Yuba City, California. It's out of Mather AFB. 15th Air Force and SAC. It crashed at 1807Z with two [REDACTED] The aircraft is from the 4134 Strat Wing. Unconfirmed information is that crew bailed. Plane is burning. No information of any detonation. Information

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was received by us at 1150 local from the SAC liaison officer, Kirtland. He received same over SAC net. Command Post Washington knows about it to my certain knowledge.

Col W: We'll consider this as a request for assistance out there and I'll get in touch with the detachment out there.

Col S: I've had no request for assistance here.

Col W: You have had none?

Col S: That's right. I guess they did not know yet because it was too early.

Col W: You want me to consider this a request and get my people cracking?

Col S: I have nothing I can tell you in that connection because I have had no request for assistance here in JNACC.

Col W: Well, I'll tell you what. I'll have my people get in touch with SAC here and see if they need any assistance and I appreciate your call.

Col S: Now the DNSR. Director Nuclear Safety Research at Kirtland. They are sending observers. Also the AEC here are sending observers. A C-47 will take off at 1400 MST.

Col W: Well, I appreciate your call, Col Schuyler, and I'll get in touch with SAC right away and see if they need any help.

Col S: Now, as you know, JNACC has a considerable assistance elements reported to us in that area. One of which, of course, is your organization there at McClellan. I have only one question that's not evident on the reports we received from you people. The latest one we have from you is 31 August 1959 and it does not indicate T 2 90's. I understand, however, that you have them. You know what I'm talking about?

Col W: Well, yes, I believe that we do.

Col S: That will be a good thing to find out for sure.

Col W: I appreciate your call, Col Schuyler, and I'll get on this thing right away. I'll get in touch with SAC and notify our people there at McClellan and see what they want us to do with this thing.

Col S: If you need any T 2 90's out there, don't hesitate to call.

Col W: Well, thanks ever so much, Col Schuyler.

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1310 MST, 14 March 1961. Lt Col Schuyler, Chief JNACC, to Mr. White, ALO.

Col S: Schuyler here. Do you have any names yet?

Mr. W: Somebody else here has already referred their clearances to DNSR but I'll be glad to give them to you if you want them.

Col S: Well, just give me the names for the record here.

Mr. W: David R. Smith, from Los Alamos; William O. Nobles, from Los Alamos; H. D. Bickelman, from Sandia Corp; David J. Hart, from our office. Now, Smith and Nobles are going commercial. They're leaving on TWA 263 and they arrive in Sacramento at 1040 tonight. I think the C-47 will beat them this time. The other two are going to take advantage of Col Stewart's airplane. We also have our resident representative at Fairfield Air Force Station going up there by car to render whatever help he can. His name is William K. Kirk.

Col S: Alright. Now Ogden hadn't had the word when I called them. They do now. If there is any question about this team that's out there, Walt, tell your people that if they need any other instrumentation, there's plenty around in the area and of course they can call us direct.

Mr. W: Right. Well you can't really tell what the situation is until somebody gets to the place.

Col S: Your JNACC card 4E-10-1 is a pretty good bunch. That is a Navy unit at Concord.

Mr. W: What you think about Ogden. They're not going to go unless they're asked.

Col S: Well, Ogden has notified this detachment of theirs at McClellan by this time and they may already been gone. This is a good bunch as far as I know. But if they have any need for further instrumentation there's plenty of it out there.

Mr. W: Sounds good. Well, lets see what the problem is. It may be another kind of problem.

Col S: Well, we hope there's nothing.

Mr. W: We will keep you informed of everything we get and I think one of the first people from our family to get there will be this guy, Kirk. He's down the road about 80 or 90 miles.

Col S: Well, we will be depending on him for our first good word from the area.

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Mr. W: Real knowledgeable. He has been in the business a long time. We'll keep you informed, Phil, when I get anything at all.

Col S: Thanks.

1325 MST. 14 March 1961. Lt Col Schuyler, Chief JNACC, to Major Williams, DNSR Command Post.

Passed names of ALO, LASL and Sandia Corporation observers to Major Williams and informed him of the fact that Mr. William K. Kirk was traveling by road from Fairfield. In addition the following conversation ensued:

Col S: I have notified Ogden, 2705th Air Munitions Wing. They hadn't received the word yet. I completed that call at 1220. They will inform their detachment at McClellan AFB. Detachment 4, 2701st EOD Squadron, McClellan AFB, California. Now with respect to instrumentation, the 2701st Squadron, Detachment 4, does not show a T 290 on their report but I believe they have one and so does Ogden but in the event they don't, they'll need one. We have plenty of them out there in various places scattered all over (available through JNACC). That's for the information of your people that are going. If they run into a situation requiring a T 290, don't hesitate to call.

Maj W: Plenty on hand in the area?

Col S: Yes, in various teams in the area. For instance, the Navy has a unit similiar to this Air Force one at Concord. We know how to get in touch with them.

Maj W: If needed will call you here if they don't have the T 290 on hand.

1345 MST. 14 March 1961. Mr. White, ALO, to Lt Col Schuyler, Chief JNACC.

Mr. W: Don Newark from Travis, an AEC man, advised that Beale AFB was in charge of the scene and that data concerning personnel clearance and so forth, should be cleared through that installation. It has also been reported, unconfirmed, that no crew members were killed but one fireman was killed in a fire truck accident enroute to the scene.

1405 MST. 14 March 1961. Lt Col Schuyler, Chief JNACC, to Lt Col Charlton, Operations Division, Chief DASA.

Col S: Schuyler.

Col C: Yes.

Col S: A little bit more information here. The ALO-AEC people have dispatched observers to go with the DNSR people leaving on an airplane at 1400. They took along Mr. H. D. Bickelman from

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Sandia Corp., Mr. D. R. Smith and Mr. W. O. Nobles from LASL and Mr. D. J. Hart from ALO. The LASL people are going commercial. They'll get into Sacramento on Flight TWA 263, 1040 tonight. I believe probably the C-47 will beat them. AEC resident rep at Fairfield, Mr. William Kirk, is enroute overland. It's not more than 90 miles so he should be the first contact there. We understand that Beale AFB, is handling the Command Post. They are nearby and clearances, etc, would probably process through Beale. The last information is not too firm. It came to us in a round about way from Travis AFB. But that's probably correct. This is really all we know except we have not yet determined the serial numbers of these items and we do not yet know whether ALT 197 had been performed. Be most interested in 197. This is all I have right here at the moment. Do you have anything?

Col C: Well, here are the two press releases that came out on this. AP put out one from Yuba City: "The huge eight jet B-52 heavy bomber crashed landed and burned near Yuba City. Four crewmen parachuted to safety. Two other survived the crash landing. The sheriff's office checked reports there were two others aboard. A B-52 normally carries a crew of six. A Beale AFB, fire truck driver was killed hurrying to the scene when his truck overturned. Two of the crewmen had broken legs." And then there was another release by API from Yuba City, California. "A B-52 jet bomber from Mather AFB, crashed today in a barley field 15 miles southwest of here in northern California. The county sheriff's office said six of the eight crew members parachuted to safety. Two of the six were to have reported had broken bones. Officers at nearby Beale AFB, did not disclose if the bomber was carrying nuclear weapons. But an EOD team went to the scene as a precautionary measure. An Air Force fire truck enroute to the scene from Beale, was involved in an accident on highway 20 and one man was killed." We also heard that the EOD people were on the scene. We got this from sort of unofficially from AFMSS-AE. They were under the impression that the weapons were intact and they were planning to move them to Beale AFB.

Col S: Well, that sounds pretty good.

Col C: Yes, this would indicate that the fire must be out and that there was not a great scattering of wreckage.

Col S: Well, the fact that the two crew members survived the actual crash landing, that would indicate things didn't break up too badly.

Col C: Well, I just wonder if this is an accurate report. The first one may not be accurate. The second may be more accurate but stating that six of the eight crew members parachuted to safety. This is what the first report we got from the Air Force Command Post said.

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Col S: Right. Well, thank you very much. That will help us out here. At least we have the press report.

Col C: They'll give us our most information for a while, I guess.

Col S: The AEC will receive their first ungrabbed data from their representative traveling overland. If there's anything they'll let us know and we'll relay it on to you people.

Col C: We'd appreciate it. It appears tho that this won't be too big of a mess.

1415 MST. 14 March 1961. CDR Youmans, FC DASA War Room, to Lt Col Schuyler, Chief JNACC.

CDR Y: I just talked to Major Rhodes at SAC headquarters. He still does not hold the serial numbers, however, he has assured me, both units have [REDACTED]. That answers your big question. We will feed you the serial numbers as soon as we get them. He said they had not had direct contact as yet, however, their people are on the way out from Offutt now. Should arrive late this afternoon. They are to call in as soon as they get in place at Beale. He confirmed that Beale is the Command Post.

Col S: OK. That's good. Thanks.

1421 MST. 14 March 1961. Lt Col Schuyler, Chief JNACC, to Mr. Dickason, AEC-AIO.

Col S: SAC reports that they have [REDACTED] performed on these items. They said that they were sure, but then they went on to say that they hadn't had direct contact with the unit yet. So, since they could not tell us the serial numbers on these, they may be just giving us this from their general knowledge of operational requirements. So you see that puts a little doubt on their information when they couldn't give the serial numbers and said they hadn't had direct contact. But they assured us that [REDACTED] had been performed.

Mr. D: But they haven't contacted Mather?

Col S: No. The Command Post out there is at Beale AFB. The aircraft came from Mather. The Command Post is the nearest base at Beale.

Mr. D: You expect to get any up to date information soon from SAC?

Col S: Well, we hope to. However, your man that's traveling over the road from Fairfield will no doubt give us our first informative bit of information. We are waiting on him.

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Mr. D: Alright. We'll zero you in as soon as we're advised.

Col S: I'll sure appreciate it.

Mr. D: Thanks for the information.

1430 MST. 14 March 1961. Lt Col Schuyler, Chief JNACC, to Major Williams, DNSR Command Post.

Informed DNSR of SAC report that [REDACTED] had been performed and that Beale AFB, was confirmed as the Command Post.

1440 MST. 14 March 1961. Lt Col Schuyler, Chief JNACC, to Lt Col Kelly, Operations Division, Chief DASA.

Col S: Just a little bit more information. We understand from Major Rhodes of SAC headquarters, that these items had [REDACTED] accomplished.

Col K: [REDACTED] accomplished.

Col S: Right. That's a help. He could not yet give us the serial numbers. He also said that he had not been in direct contact so his information with respect to the ALT must have been from what he knew of useage policy, if you follow me.

Col K: OK. Real fine. Thanks, Colonel.

1445 MST. 14 March 1961. Major Williams, DNSR Command Post, to Lt Col Schuyler, Chief JNACC.

Maj W: Plane got off at 33.

Col S: At 1433. Fine.

Maj W: So they're all set and on their way finally. Anything else?

Col S: No. And thanks.

1715 MST, 14 March 1961. Mr. White, ALO, to LCDR Pierce, JNACC Duty Officer.

Mr. W: I just had a call from our man Kirk out there. He has been out to the location and as usual in an instance of this nature you have to interpret a little bit and hope the information is as correct as possible. The State Police of the State of California are providing the security for the area. There are people from Beale AFB there. It is a mile south of road 20 about 15 miles west of Yuba City. The

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country is flat farm land - plowed field sort of thing. The crash scene area is about 300 to 400 yards in length where the aircraft plowed into the ground. It is a long, narrow strip about 25 yards in width and about 350 to 400 yards long. It just spread itself out. The units may be best described if you distinguish them as Unit 1 and Unit 2. They are about 40 yards apart in a direct line, north, south direction, on top of the ground in the midst of a lot of little pieces of B-52F. Unit 1. The significant things that I think that anyone would be interested in here is that the Savanna River item is missing - they can't find it. [REDACTED] By intact, we take that with a grain of salt. It has its general shape. The condition of the major component in there is problematical. They do not know, the tail is missing entirely. An item known as "CKT", I do not know what they are talking about, is missing, but they make this point. The deformation crystals or switches in the nose are crushed in. There is a reading on the case (questionable) of 2 mr, PDR 27 meter. This sounds low to me but in any event this is reported and I am just relaying what they tell me. Unit 2 is in worse shape in some respects. It is broken in two parts. The nose is crushed with a wide scattering of the HE. It is spread all over 10 by 20 yards - little pieces, big pieces, chunks - this is an undesirable condition. The pit is bare about 10 ft from the unit. [REDACTED] The bottle has been found in this case. Whether it is [REDACTED] is not known at this time. They found the "X" unit, or part of it, badly damaged. Col Hurley, who is Base Commander, Beale AFB, is in charge of the operation. He really had nothing much to add. He does not have what we would call a trained EOD Team available, although one is enroute. The tail on this one is intact, there is no question involved here. That is about the size of it. They feel there that everybody got out of the aircraft OK. If we get anything else we will keep you advised. We will have a man on all night.

1800 MST. 14 March 1961. FCWR Duty Officer, to JNACC Duty Officer, Field Command, DASA.

Sgt Rowe, of SAC headquarters, informed Field Command DASA War Room that the serial numbers on the two units are 52011 and 276513, and they are in the temporary custody of Beale AFB. SAC will submit the 58 report.

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0800 MST, 15 March 1961. Lt Col Schuyler, Chief, JNACC, to Mr. Walt White, ALO

Col S: Mr. White? I have some serial numbers for you: 52011 and 276513.

Mr. W: I have some other info here for you. I gather they have located both Savanna River items and they are [REDACTED] and that seems to be the most significant thing - incidentally. This was relayed to us by a non-technical observer. There is Dave Smith there from LASL and he will go out there this morning and verify this. I don't understand it myself.

Col S: How did you get this?

Mr. W: Bill Kirk called at 1:00 o'clock (this AM). They found the other one, of course.

Col S: Well, maybe we had better wait a little while and see what develops.

Mr. W: I think so — yes let's wait. They will be out there first thing this morning. It is daylight out there. We should be getting a call before 11:00. In fact we asked him to call before 12:00 o'clock our time. I'll certainly relay it to you when I get something.

Col S: I just talked to Col Harrell, of DNSR, and they didn't indicate anything like that. Perhaps your man was out there later in the night.

Mr. W: Let me check here. I have not been in this room here. Bill Cooper here may know something. There were no DNSR people there at the time, but it was called in by Kirk and all we can do is wait until they (DNSR people) get there and check them themselves. It sounds hard to believe. The man here asked him. He said: "You mean I had better say [REDACTED] "No", he (Kirk) said: "Say they are [REDACTED] they are [REDACTED] He was so convinced, I guess he knows what he is talking about. They may have gotten a real healthy reading that we have not heard about too. (Later information proved that the items [REDACTED] They have been having a lot of rain which doesn't do any good for this stuff. I'll call you as soon as we know anything.

Col S: Thanks.

1233 MST, 15 March 1961. Mr. Ross Spear, ALO, to Lt Col Schuyler, Chief, JNACC.

Mr. S: This call came in from David J. Hart, came in at 1158 MST. Mr. Hart and party arrived at the accident scene at 0730. Were not able to closely determine particular damage since the HE is fairly widely scattered. The EOD teams are presently picking up and destroying locally the HE from both units. Col Hurley, the Base Commander, Beale AFB is in charge of the recovery operation. [REDACTED] The arming rods on both units were pulled. However, both have [REDACTED] These rods are thought to have been lost on impact, not before. The plane struck the ground at a flat angle

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and there is no evidence of any burial of parts. All eight crewmen survived. The apparent cause of the accident, and this is second hand, not official, was fuel starvation. The T 249 has been located and was locked in the safe position. Now the two items we are concerned about (bottles) have not yet been examined by members of our team and LASL people, who are members of the team, will not voice any opinion on the contents, present or otherwise, on these two items until they examine them, we hope, early this afternoon and we hope to have a definite determination on these two items one way or the other prior to 1630. That is the substance of the thing, Phil. Do you have any specific questions? These boys have not been able to get in and run their hands over the debris yet because of the scattered HE.

Col S: The major question I had, was, of course, occasioned by the earlier estimate that these items were [REDACTED]. The rather definite statement made by Mr. Kirk, to you people that these were [REDACTED]

Mr. S: Yes, this is correct. Now we understand that Mr. Kirk, in this conversation was repeating information that was given to him by the local military people there. He has not personally examined these things either. We are withholding any opinion until Smith and Nobles of LASA actually physically examine these things, which they intend to do right after lunch.

Col S: Well, that puts a little different light on this. We thought that your man Kirk had actually examined this himself.

Mr. S: Yes. We were under this impression also and this was a mistake that has been corrected in this phone call of Dave's just now.

Col S: Fine - then we have hope that nothing happened.

Mr. S: Dave has promised to call again today before 1630, if he can. We will let you.

Col S: Thanks.

1255 MST. 15 March 1961. Lt Col Schuyler, Chief JNACC, to Lt Col Charlton, Operations Division, Chief DASA.

Col S: We have some detailed information for you in connection with the event.

Col C: Before you start we got a written report this morning, and we are sending it to you in the mail, which gives a lot of detail on each of the two items.

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Col S: Part of what I have may duplicate that, I do not know. This call was received at 1715, 14 March, our local time here: — Essential details of the 1715, 14 March entry shown above provided at this point in the conversation. Now at 0800 today 15 March, Mr. White had some information that he obtained from Mr. Kirk at 0100 this morning. Now this is some of Kirk's own evaluation. He is non-technical: — Essentials of the 0800, 15 March entry above relayed at this point in the conversation. Now — the foregoing bottle status remains to be confirmed. This later information will provide a little light on this. Mr. Ross Spear provided the following information at 1233 MST today, 15 March. He received it from Mr. Hart at 1158 MST today: Essentials of 1233, 15 March entry above relayed at this point in conversation.

Col C: OK. This is not in conflict with what we have received but it is considerably more extensive than we have. Thanks.

Col S: We wanted to be sure and stop any unfounded rumors about these things until they were actually confirmed or denied.

Col C: Our tape recorder has been procured and will soon be hooked up. Thanks very much for the detail.

1315 MST, 15 March 1961. Lt Col Schuyler, Chief JNACC, to Col Harrell. DNSR.

The information contained in the 1233, 15 March entry above was provided Col Harrell.

1635, 15 March 1961. Mr. Ross Spear, ALO, to Lt Col Butler, JNACC Duty Officer.

Mr. S: Reporting the call received 1609 MST, 15 Mar, from Dave Hart, the AEC-ALO Observer at Yuba City. The report is: "The LASL representatives have thoroughly examined the items that will go into the A100 type container and find that they are intact, full and in very good condition". That is all for this afternoon. They are going to call tomorrow. Since they had not been out to the actual crash scene itself, there was no progress report from that end of it. However, we are of the opinion that we are on the downhill pull on this one now.

Col B: Thank you, Ross.

0808, 16 March 1961. Lt Col Schuyler, Chief JNACC, to Lt Col Charlton, Operations Division, Chief DASA.

Col S: We heard from the LASL Representative and, according to Mr. Dave Hart, AEC-ALO Observer, the LASL representatives have thoroughly examined the items (bottles that were previously reported by a non-technical individual to have been [REDACTED], and that they were intact, full and in very good condition. Apparently, there is

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very little left to do there except pick up the bits and pieces. The DNSR personnel are returning today if weather permits. I suppose that the only people that will be left there for long will be the EOD crews being sure there is nothing left scattered around out there.

- Col C: One question, Phil. On one of the items there was a report that the armed safe switch was badly damaged and semi-armed. Do they have enough to check the continuity or do you know?
- Col S: I do not know. I understand the pull-out rods were out on both of them, as I previously reported to you. When it gets down to fine points like that you almost have to wait until these people come home and give a briefing on it.
- Col C: That was one question we were somewhat concerned about or would like to know if we have here the same thing we had in the other one. Curiosity more than anything else, we know there was no problem.
- Col S: If we find out anything we will let you know.

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