

NNN

107142

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Case Walter 4/6/88

REVIEWED BY *Jr Diaz 5/16/88*

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FM USAEC W LEE HANCOCK

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826 U.S. ATOMIC ENERGY
COMMISSION
BUQUERQUE
N.MEX.
Walter Doss McCraw
Box 17 Job 1320
Folder MHS 39 January (1968)
Thule Incident

TO USAEC CHARLES WINTER

AEC

BT

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TEXT OF TWX HQ DASA TO COMFLD COM DASA, SANDIA BASE, DTG 240130Z,
JANUARY 1968. (SRD). ALO NUMBER 8-07533. (ATTACHED)

SUBJECT: THULE BORKEN ARROW

THE FOLLOWING INFO WAS SENT FROM THULE TO CINCSAC 230220Z JAN 68
AND RECEIVED IN HQ, DASA 232215Z JAN 68: SUBJECT: INITIALLY DAILY ACTIVI
REPORT. THIS MESSAGE IN 8 PARTS:

PART I: BACKGROUND. THE CRASH SITE IS APPROX SEVEN MILES WEST OF THULE
A3 ON WOLSTENHOLM FIORD. FIORD IS 600 FEET DEEP AT CRASH SITE AND
COVERED BY A SIX FOOT LAYER OF ICE. A SNOW LAYER ON TOP OF THE ICE
AVERAGES ONE FOOT IN DEPTH NEAR CARSH SITE.

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PARAPHRASE BY _____
HANDLE AS _____
MEDICINE, HEALTH & SAFETY 3-9 Thule
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PART II: INITIAL GROUND SURVEY. THE INITIAL SURVEY OF CRASH SITE HAS BEEN MADE UTILIZING TWO EOD AND TWO DISASTER CONTROL PERSONNEL. TRAVEL TO SITE WAS VIA DOG LED WITH ESKIMO DRIVERS. A DANISH "CIVIL SERVANT" IS SERVING AS BOTH GUIDE AND INTERPRETER. THE PARTY SPENT OVER TWO HOURS AT THE CRASH SITE. THE CONTINUOUS DARKNESS, AND THE EXTREME COLD, MINUS 27 DEGREES, LIMIT THE DURATION AND THE EFFECTIVENESS OF SURVEY EFFORT. A FAINT SKY GLOW TO THE SOUTH THAT MAKES AN EFFECTIVE HORIZON AND PERMIT SHADOW DEFINITION OF IMAGES EXISTS FROM ABOUT 1000 TO 1400 LOCAL. ON SCENE EFFORTS WILL BE CONCENTRATED ON THIS PERIOD.

PART III: INITIAL VIEW OF CRASH SITE. IT APPEARS THAT THE AIRCRAFT STRUCK THE ICE WHILE ON A HEADING OF DUE SOUTH. THE FUEL BURN PATTERN EXTENDS SOUTH FROM THE IMPACT POINT IN A TEAR DROP PATTERN. STEPPATIONS IN THE ICE AND THE POSITION OF THE SIX OBJECTS IDENTIFIED AS ENGINES, INDICATE THAT THE MAIN FORCE ACTING UPON THE DEBRIS PROPELLED IN NORTHWEST FROM THE IMPACT POINT. THIS DEBRIS PATTERN IS COINCIDENT WITH THE NORTHERN HALF OF THE BURN PATTERN, BUT EXTENDS TO THE WEST OF THE SOUTHERN HALF OF THE BURN PATTERN. DEBRIS GENERALLY RANGES IN SIZE FROM A DIME TO THREE FEET IN LENGTH. THE AVERAGE PIECE OF DEBRIS IS ABOUT THE SIZE OF A CIGARETTE PACKAGE. THERE ARE THOUSANDS OF SMALL PIECES UPON THE SNOW AND ICE.

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PART IV: CONTAMINATION. THE CONTAMINATION IS GENERALLY CONFINED TO THE BURN AND DEBRIS PATTERN EXTENDING SOUTH AND SOUTHWEST FROM THE IMPACT POINT. THE OVERALL AREA IS APPROX 600 YARDS WITH A BULGE IN THE SOUTHWEST CORNER. THIS OBSERVED PATTERN IS CONSISTENT WITH THE SURFACE WIND AT CRASH TIME - 110 DEGREES/7 KNOTS. THE HIGHEST COUNT OBTAINED WAS 110,000 COUNTS PER MINUTE BY A PAC-1/S ON A PEICE OF DEBRIS, MOST READINGS WERE MUCH LOWER. TO DATE THE CONTAMINATION APPEARS TO BE LIGHT, FIXED AND CLOSELY CONFINED. THERE ARE NO, REPEAT NO INDICATIONS OF ANY FISSION FRAGMENTS.

PART V: WEAPONS. ONE PARACHUTE PACK, [REDACTED] WAS LOCATED NEAR THE IMPACT POINT. THIS PARA PACK WAS INTACT AND IN ITS CANVAS COVER. TWO MORE PARA PACKS WERE LOCATED 100 YARDS AND 130 YARDS SOUTHWEST OF THE IMPACT POINT. A BURNED PAJACHUTE LIKE BUNDLE, WITH SHROUD LINES, WAS LOCATED 300 YARDS SOUTHWEST OF THE IMPACT POINT. THIS ITEM WAS TENTATIVLEY IDENTIFIED AS THE FOURTH PARA PACK. NO WEAPONS HIGH EXPLOSIVE WAS IDENTIFIED. NO POSITIVE IDENTIFICATION OF WEAPON PARTS OF SEGMENTS WAS MADE.

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PART VI: INTIAL THOUGHTS. DEEP CRACKS AND FRACTURES IN THE ICE NEAR THE IMPACT POINT MAY HAVE BEEN CAUSED BY THE IMPACT OR BY THE SUBSEQUENT EXPLOSION. THE PRESENCE OF THE PARA PACKS ON THE ICE INDICATES THAT MAJOR PROTIONS OF THE AIRFRAME MAY HAVE BEEN ON THE ICE SURFACE AT THE TIME OF THE EXPLOSION. THE ABSENCE OF ANY MAJOR OR RECOGNIZABLE PORTION OF THE AIRFRAME ON THE ICE MAY BE ATTRIBUTED TO SINKING OF THE AIRFRAME, OR TO THE VIOLENCE OF THE EXPLOSION. THE EXISTENCE OF THOUSANDS OF PIECES OF SMALL DEBRIS, AND THE CONTORTED FROMS OF THE LARGER PEICES DISCOVERED MAY SUPPORT THE VIOLENT EXPLOSION THEORY, WHILE THE POSSIBILITY THAT WEAPONS OR PARTS THEREOF AND THE MAJOR AIRFRAME MEMBERS MAY HAVE SUNK BENEATH THE ICE MAY NOT BE DISCOUNTED ON THE BASIS OF AVAILABLE INFORMATION.

PART VII: SPECIAL NOTES. THE AF PERSONNEL ENTERING THE CRASH AREA, THEIR ESKIMO DRIVERS, AND THE DANISH GUIDE DID PICK UP LIMITED AMOUNTS OF LOW LEVEL CONTAMINATION. THE ESKIMO DRIVERS WHOWED MINOR TRACES AROUND THE "SOLES" OF THEIR MUKLUKS. TO PRECLUDE ANY SPREAD OF THISH OW LEVEL CONTAMINATION; THE ESKIMO UKLUKS WERE EXCHANGED FOR STANDARD AF ISSUE ITEMS. THE AF TEAM MEMBERS, THE DANISH GUIDE, AND DOGS COMPLETED NORMAL DECONTAMINATION PROCEDURES WITHOUT INCIDENT. CONTROLS HAVE BEEN ESTABLISHED TO INSURE THAT ALL PERSONNEL VISITING THE CRASH SITE ARE PROCESSED THROUGH A DECONTAMINATION CENTER. DOE ARCHIVES

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PART VIII: PROGRAM FOR 2ND AY. THE SECOND SURVEY OF THE CRASH SITE WILL BE EXPANDED THROUGH THE USE OF 12 DOG SLEDS AND 11 TEAM MEMBERS. A ZERO READING LINE, ZERO COUNT ON THE METERS, WILL BE ESTABLISHED AND DYE MARKER AROUND THE ENTIRE CONTAMINATED AREA. A SITE FOR A TEMPORARY HELIPORT WILL BE SELECTED AND MARKED. THE HELIPORT WILL ELIMINATE THE WHIE-OUT NOW EXPERIENCED WHEN THE DOWN WASH RAISES THE LOOSE SNOW. THESE ACTIONS WILL IMPROVE COPTER UTILIZATION AND REDUCE THE PRESENT DEPENDENCE UPON THE DOG SLEDS. A SITE WILL ALSO BE SELECTED AND MARKED FOR A PROTABLE PRE-FAB SHELTER THAT HAS BEEN BULT ON BASE. THE SHELTER, EQUIPED WITH HEAT AND LIGHT, WILL PROVIDE AN ON SCENE CONTROL FACILITY. THIS SHELTER WILL BE MOVED INTO PLACE BY HELICOPTER AND ASSEMBLED BY THE REGULAR TEAM MEMBERS. A TOTAL OF 62 IDY PERSONNEL ARE NOW IN PLACE TO UPPORT OUR EFFORTS. [REDACTED]

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