

DEAR SENATOR DOMENICI:

THIS IS A FOLLOW UP REPORT UPON STATUS TO DATE - I MIGHT ADD IT HAS BEEN EXTREMELY DIFFICULT TO PROD ANYONE INTO ACTION CONSIDERING WHAT WE ARE UP AGAINST. THE "SYSTEM" IS NO LONGER STRONG; IT DOES APPEAR TO HAVE TOTALLY BROKEN DOWN RE THIS AND THAT IS BAD.

LT. COL. EDWARDS, VICE COMMANDER OF SECURITY AT KIRTLAND BRIEFED SANDIA SECURITY THOROUGHLY; HIS LOG ENTRY REPORT OF SAME IS ENCLOSED FOR YOUR PERUSAL WITH HIS PERMISSION.

EMERGENCY DIRECTION WAS ORIGINATED BY ED FRANZAK THROUGH DOE TO STATE EID.

I SUBSEQUENTLY FLEW JERRY MILLARD WITH HIS INSTRUMENTS UP TO DULCE ON FRIDAY NOV 8, 1985. WE WENT TO THE INITIAL CRASH SITE VIA 4 WHEEL DRIVE VEHICLES. BASED UPON MY PREVIOUS MEASUREMENTS OF BACKGROUND IN THE AREA, THE BACKGROUND WAS ABOVE NORMAL. JERRY WAS LESS THAN CERTAIN BECAUSE HE HAD NO PRIOR KNOWLEDGE.

I HAD INSTRUCTED GABE VALDEZ THAT WE WANTED TO GO IMMEDIATELY TO THE PRIME RADIATION SITE IN THE OTHER CANYON TO THE SOUTH WHERE THE RADIATION WAS HIGH AND WHERE THE REACTOR WAS BOTH VISUALLY AND PHOTOGRAPHICALLY VISIBLE.

I HAD FLOWN OVER THAT CANYON TWO DAYS BEFORE (NOV 6) AND HAD AGAIN VERIFIED VISUALLY AND PHOTOGRAPHICALLY THAT IT WAS STILL THERE. I ALSO DIVED THE AIRCRAFT AT RISK THRU THE CANYON AT ABOUT 350 FOOT ABOVE GROUND LEVEL OVER THE REACTOR AND AGAIN MY AIRBORNE SCINTILLATOR WENT TOTALLY OFF SCALE WELL ABOVE 10,000 COUNTS/MIN. INDICATING DANGEROUS LEVELS AT THE GROUND.

FOR SOME ODD REASON, VALDEZ REFUSED TO GO TO THAT AREA STATING THE ROAD WAS BLOCKED; HE DIDN'T SAY HOW. LATER FROM THE AIR AND GROUND WE FOUND THAT IT WAS NOT BLOCKED AT LEAST BY ANY FELLED TREE, ETC. HOWEVER, I DID SEE AN UNMARKED MILITARY JEEP WITH AT LEAST TWO INDIVIDUALS IN IT PARKED, LOOKING DOWN HILL JUST BELOW THE BOX CANYON TURN OFF TO THE REACTOR AREA. THEY WERE NOT HUNTERS.

ALL ASPECTS OF THE INITIAL CRASH SITE WERE AGAIN VERIFIED EVEN TO THE EXTENT OF THE FRESH CLIPPED TREES BUT OF COURSE THAT DIDN'T SOLVE THE RADIOACTIVE PROBLEM. A TREE APPROXIMATELY 2½ FEET OR MORE IN DIAMETER HAD BEEN FELLED DELIBERATELY ACROSS THE ROAD SO WE HAD TO GO IN ON FOOT. THE BACK-UP CREW WE ASKED FOR WITH A LARGE CHAIN SAW (BIG ENOUGH TO CUT IT) FINALLY ARRIVED TO CLEAR THE ROAD HOWEVER WE WERE RUNNING OUT OF DAYLIGHT WITH A DAY WASTED.

MILLARD FROM EID APPARENTLY HAD SOME IMPORTANT CONFERENCE TO GO TO IN OAKRIDGE AND WOULD NOT OR COULD NOT STAY TO GET THE JOB FINISHED AND GO INTO THE PRIME CANYON. APPARENTLY THE CONFERENCE WAS MORE IMPORTANT?

WE WERE TO GO BACK WHEN HE RETURNED NOV 19TH, HOWEVER SNOW FELL TO A DEPTH OF MORE THAN 8 INCHES IN DULCE. UP IN THE CANYON THE ROADS WERE IN EVEN DEEPER; SO VALDEZ ADVISED AGAINST GOING.

THE TERRAIN IN THERE IS UNBELIEVEABLY RUGGED - I DO NOT BELIEVE WITH THE SNOW DOWN THAT WE COULD GET IN THERE NOW ANYWAY AND LOCATE IT EVEN WITH SNOWMOBILES, THOUGH WE MAY HAVE TO TRY THAT BEFORE IT IS FINISHED.