McAllister, Burnell SSgt HAF/IMIO

From: David Statham [dstatham@mdlo.ca]
Sent: Wednesday, April 22, 2009 3:39 PM
To: HAF FOIA workflow
Subject: FW: FOIA Requests
Attachments: email_header.jpg

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Cdr (ret'd) David J. Statham
Director, Access to Information and Privacy Corporate Group Directeur, Services corporatifs - Accès à l'information et protection de la vie privée

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<http://www.mdlo.ca/>

From: David Statham
Sent: April 22, 2009 3:36 PM
To: 'haffoia.workflow@pentagon.af.mail'
Subject: FOIA Requests

Header Graphic <http://www.mdlo.ca>
Good Day Mr. Espinal,

On January 20, 2009 we made the following FOIA requests to the United States Department of State. Recently, we received in the mail, a response dated March 10, 2009 which suggested we ask you. We think that we are being sent in circles but here goes anyway:

Jettison of a Mark 4 nuclear bomb

Background

On either November 10, 1950 or January 10, 1950, an USAF B-50 bomber was transferring a Mark 4 nuclear bomb back to the United States from Canada where it had been secretly deployed. The aircraft experienced engine problems and as a consequence, jettisoned the Mark 4 bomb over the St Lawrence River near Riviere du Loup at over 10,000 feet altitude. The bomb carried the depleted uranium tamper but not the plutonium core and was set to self-destruct at 2500 feet. The explosion shook the residents and scattered 100 pounds of depleted

FOIA-2009-000314

Bomb

uranium. This incident was revealed in the Canadian Press in 2001 by the then-Minister of National Defence, Arthur Eggleton.

Request

We wish to have access to or a copy of all and/or any records reporting this incident both nationally to US authorities and internationally to Canadian Authorities

Crash of B-50 Bomber

Background

We understand that in 1950, a USAF B-50 bomber crashed near Lake Mistassini, Quebec. Apparently there was a USAF report - O-22685.

Request

We wish to have access to or a copy of all and/or any records reporting this incident both nationally to US authorities and internationally to Canadian Authorities.

A timely response would be much appreciated

Cdr (ret'd) David J. Statham
Director, Access to Information and Privacy Corporate Group
Directeur, Services corporatifs - Accès à l'information et protection de la vie privée

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<http://www.mdlo.ca>

Morris, Alexander

From: Spink, Barry L Civ USAF AETC AFHRA/RS [Barry.Spink@MAXWELL.AF.MIL]
Sent: Wednesday, April 29, 2009 1:47 PM
To: Morris, Alexander
Subject: FOIA Transfer from USAF to DOE, USAF FOIA #09-00437-F, Statham
Attachments: E-FOIA 09-00437-F, Statham, RSA# 63298, Referal to DOE and No Records Ltr.doc; E-FOIA 09-00437-F, Statham, Broken Arrow, 10 Nov 1950.pdf; E-FOIA 09-00437-F, Statham, RAS# 63298, Ltr of Referral to DOE.doc

Dear Mr. Morris,
Please find attached a FOIA request from Commander David J. Statham, Retired, c/o Michel Drapeau Law Office, 192, rue Somerset Street Ouest/West, Ottawa, Ontario, K2P OJ4, Canada, to the USAF concerning a nuclear incident of a 10 November 1950 aircraft accident. Commander Statham also requests information concerning another 1950 B-50 aircraft accident in Quebec, to which we have already responded. I spoke to Ms. Brenda Washington who accepted the transfer of this portion of the FOIA. I have also attached the referral letter to DOE, and our response to Commander Statham for your use. If you have any questions, please do not hesitate to contact me.
Sincerely,

BARRY L. SPINK
Archivist
Air Force Historical Research Agency
600 Chennault Circle, Bldg 1405
Maxwell AFB, AL 36112-6424
barry.spink@maxwell.af.mil
334-953-5046

DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY
MAXWELL AIR FORCE BASE, ALABAMA

29 April 2009

MEMORANDUM FOR:
DOE Headquarters (HQ)
FOIA Officer Alexander Morris
1000 Independence Avenue, SW
Washington, DC 20585

FROM: AFHRA/RSA
600 Chennault Circle
Maxwell AFB, AL 36112-6424

SUBJECT: Our FOIA 09-00437-F, Statham

The attached request is being referred for your action, with direct response to the requestor. The requestor has been notified of this referral. Ms. Brenda Washington accepted this action on 29 April 2009. A copy of the requestor's initial e-mail and other significant correspondence are enclosed. If you have any questions concerning this referral, please contact Lynn Gamma at 334-953-2395.

//signed//

BARRY L. SPINK
Archivist

Attachment:
FOIA 09-00437-F, David Statham

DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY
MAXWELL AIR FORCE BASE, ALABAMA

29 April 2009

AFHRA/RSA
600 Chennault Circle
Maxwell AFB, AL 36112-6424

Commander David J. Statham, Retired
c/o Michel Drapeau Law Office
192 rue Somerset Street Ouest/West
Ottawa, Ontario, K2P 0J4
CANADA

Dear Commander Statham,

This is in response for your request received 27 April 2009 (RSA Number: 63298) concerning a 10 November 1950 B-50 Broken Arrow incident, and a crash of a B-50 near Lake Mistassini, Quebec, in 1950. Since your request was made under provisions of the Freedom of Information Act, it has been designated 2009-00437-F.

All Broken Arrow requests are referred to the Department of Energy, who maintains records on all such incidents. The only item found in our repository concerning the event is the Department of Energy approved statement of 2 July 1997: "November 10, 1950/B-50/Over Water, Outside United States. Because of an in-flight aircraft emergency, a weapon containing no capsule of nuclear material was jettisoned over water from an altitude of 10,500 feet. A high explosive detonation was observed."

This portion of your request has been transferred to the Department of Energy's Freedom of Information Act Office at:

DOE Headquarters (HQ)
FOIA Officer Alexander Morris
1000 Independence Avenue, SW
Washington, DC 20585

They will respond directly back to you concerning any releasable information about the 10 November 1950 incident.

Your second request concerned a crash of a B-50 bomber near Lake Mistassini, Quebec, sometime in 1950. Unfortunately, the report number you provided, O-22685, is not an aircraft accident report number, as all USAF accident reports are provide a year-month-day-incident number (i.e., 50-9-22-5, which means 1950, September, 22nd, the fifth accident of that day). I have researched our entire collection of aircraft accident reports of B-50 accidents for 1950, and found only one report (50-9-22-5). This was a B-50 that crashed 94 miles east of Goose Bay, Labrador. Although I do not believe this is the accident you are interested in, I have nonetheless included it for your review (there is no charge).

If you interpret this "no records" response as an adverse action, you may appeal this decision, and write to the Secretary of the Air Force within 60 calendar days from the date of this letter. You need to include in the appeal your reasons for reconsideration, attach a copy of this letter, and address your letter as follows:

Secretary of the Air Force
THRU: HQ AFHRA/RSA
600 Chennault Circle
Maxwell AFB, AL 36112-6424

Thank you for your request.

Sincerely,

BARRY L. SPINK
Archivist

Attachment:
USAF Accident Report, 50-9-22-5