

January 23, 2003

Mr. Tom Decker
MLIB1
U.S. Nuclear Regulatory Commission
Region II
Atlanta Federal Building
61 Forsyth Street, S.W.
Suite 23T85
Atlanta, GA 30303-8913

Dear Mr. Decker:

I called your office on the morning of January 6th about an accident our PET unit was involved in on the preceding day. The agent I spoke to requested a copy of the correspondence I was preparing for the Virginia Department of Health. This letter was originally written for our Risk Management Department. If I can be of further assistance, please call me at 540-536-8912.

Sincerely,



Dana W. Hare, RSO

**PET UNIT WRECK JANUARY 5, 2003
RADIATION SAFETY OFFICER'S PERSPECTIVE**

Two calls came in to my residence at 1:00-1:30pm on Sunday, January 5, 2003. The first from Keri Williams and the second from Ellen Yoder. Both spoke of a wreck of the mobile PET unit and they were unsure of the amount of damage. Ellen suggested I call the driver via the hospital operator. Jeff, CEO of SSSS, (they supply the driver) answered the call and said the driver had been taken to Winchester Medical Center for a blood test. He said that an administrative representative of VHS, Deena Kent, had already looked at the van and told him that the trailer was nearly undamaged while the tractor was totaled. I told him that if the integrity of the trailer exterior was OK, then I had no radiation safety concerns about towing it to Rockingham Memorial Hospital.

He was aware of the need to power up the environmental controls. I told him that it should be left alone until the Siemens repairman or Jana Miller, Radiation Safety Officer at RMH, could enter and assess the damage and take wipes.

Jeff called me again at about 4:30pm that day and reported his visual inspection of the trailer exterior at RMH. He said that the most significant damage was a "softball" size hole in the region of the hotlab wall that was caused by the fender of the tractor when it jack-knifed. I also found out that the accident had occurred close to WMC on highway 37. He said that the utilities appeared in order and that he thought no one could access any part of the hotlab through the hole due to its height and the twisted sheet metal edges.

I called Jana Miller the next morning who reported that the inside of the trailer was in good shape and showed no signs that it had been in a wreck, other than the "softball" size hole in the hotlab area. This hole was above the level of the hotlab work surface. Her visual inspection of the sealed sources in the hotlab (two low activity Cesium 137 reference sources) showed no obvious damage. Her surveys with a GM survey meter showed no unusual exposure readings. I asked her to wipe test the sealed sources for leakage. Her visual inspection of the Germanium 68 sealed sources showed nothing unusual. I told her that the Siemens repairman could help her access the Germanium 68 rods for leak testing. I called Jana back at 2:00pm that day (Jan. 6) and she said the wipes were normal.

Meanwhile, I had called the Nuclear Regulatory Commission (NRC) and the State. The state of Virginia state official asked for a written summary of what happened and actions taken. The NRC representative in Atlanta said I would receive a call from a specialist. He (the NRC rep) thought that we would probably only need to send them a copy of the Virginia state letter.

The trailer returned to WMC on January 7, 2003 and I confirmed Jana's wipe results; that no sealed source wipe read above 50 net DPM. I noted that the hole in the hotlab area was repaired and was above the counter height in the dose calibrator area.

Submitted 3:00pm Wednesday, January 8, 2003

O. W. Hans