

UNITED STATES GOVERNMENT

# Memorandum

TO : Brig. General Delmar L. Crowson, USAF  
Director of Military Application

DATE: APR 24 1964

FROM : Harold L. Price *HLP*  
Director of Regulation

SUBJECT: USE OF NUCLEAR POWER PLANTS FOR NAVIGATION OF MILITARY AIRCRAFT

Several months ago you were kind enough to obtain an understanding with the Air Force that nuclear facilities would not be used by SAC as practice targets. We have recently encountered a similar but slightly different situation and would like again to take advantage of your help, if we could.

On March 5, while making an inspection of the Carolinas Virginia Test Reactor at Parr, South Carolina, our inspector noted a military, single engine jet aircraft apparently using the CVTR containment as a check point. The aircraft made a 60° turn after buzzing the containment at an altitude of 300 feet. The inspector was led by the licensee personnel to believe that this is a common occurrence.

In many of our reactor hazards evaluation one of the accidents assessed is the possibility of an airplane crashing into the containment vessel. For a typical reactor in an isolated location, this sort of accident is normally considered to have been an extremely low probability. The type of action described above, however, would appear to very substantially increase this probability. Although reactor containments are readily visible and identifiable and therefore become desirable check points, we feel that such use of them introduces an unnecessarily hazardous situation and we would appreciate any effort you might make to have this and similar practices discontinued.

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*mkr*

Prepared by:

G. W. Wilttrout:mh

May 14, 1964

NOTE TO: General Crowson *2/19*  
 THROUGH: Colonel Wolfe/*WOW* Mr. Keto *WJK*  
 FROM : Glen Wilttrout *5/14*  
 SUBJECT: USE OF NUCLEAR POWER PLANTS FOR NAVIGATION  
 OF MILITARY AIRCRAFT

You received and forwarded to me to handle a memo dated April 24, 1964 (copy attached) from Harold L. Price, Director of Regulation, on the subject. I proceeded to handle this matter informally with MLC as was done in the SAC case involving the Big Rock Point Nuclear Plant in Michigan. However, MLC representatives indicate that it would be almost impossible to run down any information concerning a single engine jet aircraft flying near the Test Reactor at Parr, South Carolina, unless more positive identifying numbers or other characteristics of the aircraft were reported. MLC advises that all three services are now flying single engine jet aircraft and the flight could have originated from almost any point within flying range of Parr, S. C. MLC is willing to cooperate if more positive info can be obtained.

I have contacted Mr. Dave Low, Director, Division of Compliance, Regulatory Staff, and he will attempt to get better information and on more than one over flight. Mr. Low asked that we hold the April 24 memo in abeyance until he can furnish better information.

Attachment: *sent* 4-03464 Reg.  
 Cy memo Gen. Crowson fm HLPrice,  
 dtd 4/24/64

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