

## Questions we asked the Marine Corps:

Did the aircraft contain radioactive materials as part of its cargo? If yes, what was the material and the quantity?

Did the aircraft's rotors contain deicers or a safety In-flight Blade Inspection System (IBIS)? If yes, how many were there? Were all of the IBIS's recovered? If yes, when were they recovered?

Were any of the radiated materials recovered and placed in a survival raft at the crash site? Were geiger counters used to recover the IBIS's? Where were the IBIS's stored once they were removed from the crash site?

How much strontium-90 is contained in each IBIS unit? Were any of the IBIS units damaged? If yes, what degree of damage was noted? Did any of the strontium -90 get released into the environment? if yes, how much?

Did your agency inform the public, first responders and all recovery personnel that the downed aircraft contained IBIS with strontium-90? If yes when and how was this accomplished? If not, why?

Why did your agency representative, Mr. Randall Hu, not disclose that the IBIS units contained strontium-90 during his appearances on television and other news accounts, and only expressed concerns about the fuel that the craft contained?

Did the location and recovery of the IBIS units cause the Marines to delay the removal of the downed aircraft?

In several news accounts it was reported that "the Marines were to comb the bay looking for any metal scraps and inspect the area for any environmental damage". Were these Marines wearing the proper safety gear to search and retrieve strontium-90, the IBIS units or other radioactive materials?

What was the final disposition of the IBIS's or strontium-90?

Is it the opinion of the United States Marine Corps that the presence of strontium-90 aboard aircrafts that have crashed are not an environmental hazard requiring public reporting? If no, why not?

Did your agency meet with management of the Honolulu Fire Department to discuss the failure of your agency to notify them of the presence of strontium-90 aboard the downed aircraft? If yes, please provide a copy of their concerns and the Marine Corps' response?

Were members of the recovery teams screened for exposure to strontium-90? If yes, when and by whom? If no, why not?

Is the Marine Corps conducting any type of monitoring for the presence of strontium-90 at and around the crash site? If yes, what are the results? If no, why not?

Did The Marine Corps notify the Hawaii State Department of Conservation or other agencies that the downed aircraft was equipped with IBIS's or other parts containing strontium-90?

If yes, when and how were the each of the agencies notified? Please provide copies of the notification.

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## **The answer we received from Major Crouch:**

Subject: CARROLL COX SHOW - QUERY RE: CH-53D MISHAP

From: "Crouch Maj Alan F" <[alan.crouch@usmc.mil](mailto:alan.crouch@usmc.mil)>

Date: Thu, September 01, 2011 4:34 pm

Aloha Mr. Cox,

Marine Corps Base Hawaii takes its obligation to protect personnel, the public and the 'āina very seriously. Our first responsibility after the tragic mishap on March 29 was the rescue of personnel in the downed helicopter. Rescue responders included the Marine Corps Base Hawaii Waterfront Operations, aircraft from the U.S. Coast Guard and Army and the Honolulu Fire Department, as well as another CH-53D from MCAS Kaneohe Bay.

Almost immediately, base personnel placed a floating containment boom around the site to prevent the spread of petroleum fluids. Shortly thereafter, base and squadron personnel, with assistance from Navy, Coast Guard and state personnel, began the process of recovering the remains of the helicopter while an aviation mishap board conducted its investigation.

During the recovery efforts, some aircraft components were found to have a low level of contamination. All materials found to be contaminated were decontaminated or appropriately contained here on base. All personnel involved in the handling of any contaminated material were screened to verify they were not contaminated.

The low levels of radiation previously detected pose no significant health or environmental risk and were not of a reportable quantity. The site on the sand bar where the helicopter rested was inspected both during and after the salvage and recovery of the aircraft as a precautionary measure. No radiological contamination was found at the site.

Regards,

Maj. Alan Crouch

Director, Public Affairs Office

Marine Corps Base Hawaii

(808) 257-8840/-8870