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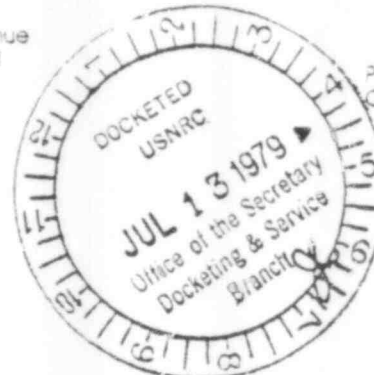
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July 7, 1979



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Washington, D.C. 20555

Re: Skagit Nuclear Project, Units 1 and 2,
Dockets Nos. STN 50-522 and STN 50-523

Dear Mr. Black:

I have your letter of June 28, 1979. With respect to the risk of military aviation accidents, I must renew my request to the staff for up-dated information concerning accident frequency for the type of aircraft operated from the Whidbey Island Naval Air Station. As you will recall, this aircraft is one which has a much higher accident frequency rate than that for the average of military aircraft, due to the manner of its operation, if not its construction. The low level, all weather intruder mode of operation involves risks not attendant upon the operation of other military aircraft. Since your letter does not represent that information concerning the accident risk rates for the EA6 aircraft is unavailable, and since I believe I recall from previous testimony in this docket that such accident information is maintained by aircraft type, I must assume that the information is either in staff hands, or can be obtained by the staff from the Navy.

A new point raised by your letter is the possibility that the present aircraft types will be replaced by the time the plants in question come into operation. We would appreciate it very much if the staff would make full inquiry of the Navy regarding the number, type and mode of operation of aircraft which may replace the existing aircraft at the Whidbey Island Naval Air Station in the mid- to late 1980's. This information may require the evaluation of the military aviation accident risks, particularly if the aircraft in question are nuclear armed.

Finally, we would appreciate it if you would determine whether or not nuclear ordinance is ever flown from the Whidbey Island Naval Air Station, and if so, to what extent that factor might represent a site hazard.

Yours very truly,

[Signature] 107 355

Roger M. Leed

RML:28A2
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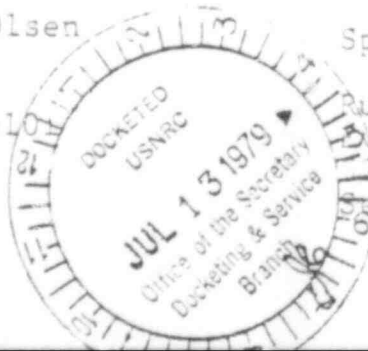
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