

November 18, 1951

T21-049
page 5

Paul Harris, Safety Engineer, Seattle, Washington, phoned to report the death of a [REDACTED] and the circumstances which caused the death.

[REDACTED] was transferring jet fuel, identified as JP3 from a tank truck into an underground aqua system tank at 3:00 a.m., Thursday, November 15, at McCord Field, Washington. He lowered himself into the manhole pit to check the progress of the filling while the fuel was flowing into the tank. Presumably the displacement of air by the inflowing fuel produced a very high concentration of vapor in the air of the pit and might have displaced a considerable amount of oxygen.

[REDACTED] became unconscious very shortly after entering the pit and the other man on the job entered the pit to rescue [REDACTED]. The rescuer was very quickly affected by the atmosphere to such an extent that he left the pit and only on a second entry was he able to get [REDACTED] out of the pit. It was estimated that [REDACTED] died about 10 minutes after losing consciousness.

Mr. Harris was called on November 17, after the death occurred because someone thought of the possibility of T.E.L. being involved in the accident.

This aqua system tank had at one time stored leaded aviation gasoline but the currently stored jet fuel presumably does not contain lead.

KE 0017289

Memorandum - Re [REDACTED] - page 2

The death was almost certainly due to the vapors of the jet fuel and T.E.L. even if present could not have been even a contributing factor.

This report is only for record.

Lester W. Sanders, M.D.

KE 0017290