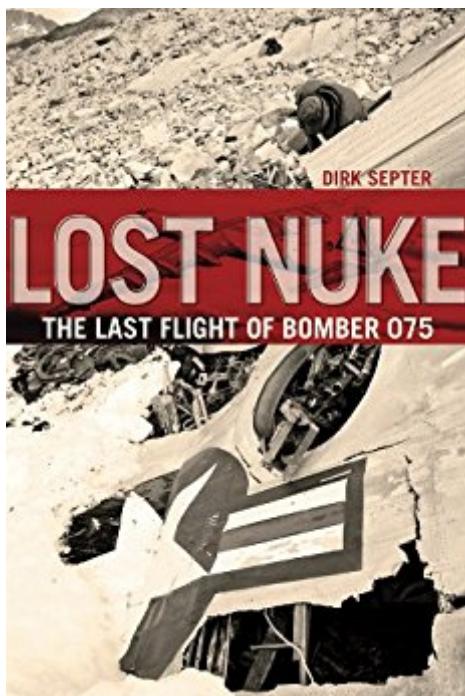


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Lost Nuke: The Last Flight Of Bomber 075



Synopsis

Just before midnight on February 13, 1950, three engines of a US Air Force B-36 intercontinental bomber caught fire over Canada's northwest coast. The crew jumped, and the plane ditched somewhere in the Pacific Ocean. The fact that the huge aircraft had been carrying a Mark IV nuclear bomb was kept carefully hidden. Three years later, the wreck of the bomber was found by accident in a remote location in the coastal mountains of British Columbia, three hours' flying time in the opposite direction of where it was supposed to have crashed. How did it get there? Did somebody remain on board and fly it there? Only after years of silence did the United States finally admit to losing a nuclear bomb; the incident was the first ever "Broken Arrow," as accidents involving nuclear weapons have come to be known. But was the bomb dropped and exploded over the Inside Passage or was it blown up at the aircraft's resting place in the mountains? This Cold War-era tale borders on fantasy as Dirk Septer follows the last flight of Bomber 075 and attempts to unravel the real story behind more than 50 years of secrecy, misdirection and misinformation.

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Customer Reviews

... the author kind of grasps when it comes to various theories about "why" or "how" the aircraft

ended up where it did. He does not, in my opinion, make a very good case that there is some big conspiracy or coverup regarding the aircraft. Statements by marginally qualified persons that "someone must have flown the plane" to its final resting place or "... there's no way they were flying without a live core ..." simply don't have the evidence they need to back them up. Reports of transmissions from the aircraft that lead the author to state "...it is safe to assume that the authorities were aware that the B-36 had been in the air for another three hours beyond the official time of the crash" are also suspect, as those very same frequencies (such as the CW emergency frequency of 500Khz) could easily have been used by others during that time. One laughable statement I found was "Moreover, Americans generally have great trust in their government."; this refers to the oath of secrecy that many of the airmen of Strategic Air Command took. Okay, I know it was 1950 and perhaps US citizens were not quite as skeptical then as now, but the inclusion of this statement seems to show a profound lack of understanding of Americans in general. The fact that SAC was very secretive was standard operating procedure then and later, and this in no way makes the methods with which they treated the crash any different from any others. The best evidence he has in this section is an environmental study that showed virtually no radiation at the crash site, deflating a number of his theories of a "live bomb" coverup and lending credibility to the crews' assertion that they jettisoned the bomb (without the live core) and exploded it in mid-air. This might also explain why the aircraft began to climb again ...

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