



Greetings,

Thank you for joining **Scuba Training and Technology Inc.** for the Guided Technical Dives on the B-29 Bomber in the Overton Arm of Lake Mead National Recreation Area. We are proud to have been selected by the National Park Service to provide this service to you.

This document contains forms that need to be completed and either sent to our office for arrival PRIOR to your Dive Date or to be brought with you on the day of your dive. Please note that if we DO NOT have your forms and releases you will not be permitted to dive. Please print out this entire document and complete all forms.

The B-29 Bomber is in approximately 140-150 feet of water. Water temps on the surface are in the upper 70s and on the bottom in the mid 50s. On the day of your dive your dive guides will complete an orientation of the site, show you a required National Park Service Video about the B-29 and will brief you on how the dive is to be conducted. This is a very fragile site and will require exceptional buoyancy control. It is also a NO-TOUCH dive site. You are not permitted to touch the plane in any manner. Certain parts of the plane are covered in fabric. Damage to the plane will cause the National Park Service to close the site to future visitors. Your help in this area is greatly appreciated.

Please bring a minimum of equipment as we are working off small boats. No DPVs are permitted. You may bring underwater cameras for personal use. No commercial filming is allowed. You will be on the B-29 site for approximately 3 hours. This will allow for two teams of divers with guides to stagger entry and complete the tour of the entire plane site. Bottom times on the site will run 30-40 minutes for open circuit divers and 30-50 minutes for closed circuit divers. If you will be diving closed circuit please notify us at least 1 week in advance of your dive date so we can have appropriate guides for you. Total dive time with decompression should not exceed 90 minutes. Open Circuit Divers are required to dive a strict rule of thirds. You may bring one set of doubles for the B-29 and your decompression bottles. Closed Circuit Divers are to carry sufficient bailout gas for the completion of decompression assuming a CCR failure at the end of a dive. We will also be staging 100% pure oxygen on the decompression line with two regulator whips for emergency.

After your B-29 dive you will be given a choice of other dive sites for an optional 2nd dive.

On board there will be soft-drinks, water, snacks, and lunch provided.

Please bring a hat, sunglasses and sunscreen. Please bring appropriate diving equipment necessary for a technical dive. This is a fresh water dive. If you will need weights please notify us in advance. If you need rental equipment that needs to be arranged no less than 1 week in advance.

## **Getting to Lake Mead Marina**

You are to arrive at Lake Mead Marina by 8:15 on the morning of your dive. To get to the marina Get on Highway 93 into Boulder City, NV. Continue East on Route 93 through Boulder City towards the Hoover Dam. As you go down the hill (past the St. Judes Childrens Camp) you will come to a sign that says Lake Mead Recreation Area -- make a Left and Enter the Park. (If you pass the entrance you will come to the Hacienda Casino Hotel - turn around) Continue down Lakeshore Road to the ticket book and purchase your weekend Pass. (\$5.00) continue on that road approx 2 miles past the Boulder Beach Campground to where you will come to (on your right) Lake Mead Marina Road

At Lake Mead Marina pull into the parking lot at the TOP of the lot on the left. Here you will meet our crew and one of our boats. Either the Little Wahoo (26' Trophy Custom Dive Boat or 41' Explorer Custom Dive Boat). Here you will load your equipment and being your orientation.

If you are running late or have trouble finding the location call Capt. Kathy Weydig at 928-230-9796. Please note that cell phones sometimes do not work in the park.

## **Places to Stay**

If you will be staying over either before or after your dive you can make reservations at any of the Las Vegas hotels or we suggest staying at the Hacienda Casino Hotel right near the park. Find information at: [www.haciendaonline.com](http://www.haciendaonline.com) It is a reasonable hotel with all the amenities of a Las Vegas Casino hotel, overlooking Lake Mead.

## **Commemorative Shirts**

We are in the process of having these made and they may not be available on the day of your dive. Please notify us of your size in advance and we will either bring them with us for you or have them sent to you shortly after your dive. Additional shirts are available at \$25 each.

## **Crew Tips**

Though not necessary it is customary to tip your dive guide. They work hard to ensure you have an outstanding experience on the B-29 and while you are with us. All of our guides are highly trained and skilled technical diving instructors and dive masters.

We look forward to seeing you on your B-29 Experience. Should you have any additional questions please feel free to contact us. See you soon!

Scuba Training and Technology Inc.  
Joel Silverstein, VP & COO  
Capt. Kathy Weydig, President

**Scuba Training and Technology Inc.**  
**2959 Kiowa Blvd North, Lake Havasu City, AZ 86404**  
**928-855-9400**

**Responsibility Agreement and Liability Release**

I, \_\_\_\_\_, by signing this agreement on

(Date) \_\_\_\_\_, acknowledge:

1. \_\_\_\_\_ That I am a qualified, properly trained, certified scuba diver and that this expedition is not a training activity and that I am not under any instruction by the organizers of this expedition.
2. \_\_\_\_\_ That I am physically and mentally fit to participate in extreme scuba diving activities.
3. \_\_\_\_\_ That I have made deep lake, cenote, cave, or ocean dives before this date.
4. \_\_\_\_\_ That I have made decompression dives before this date.
5. \_\_\_\_\_ That I fully understand that scuba diving is a potentially dangerous and risky activity and that I am engaging in scuba this scuba diving activity of my own free will and at my own risk.
6. \_\_\_\_\_ That I fully understand that diving on the B-29 Overton site is a potentially dangerous and risky activity that may result in serious injury or death and that I am engaging in this activity of my own free will and at my own risk.
7. \_\_\_\_\_ That I fully understand that diving on the B-29 Overton site means that I will be voluntarily diving to depths in excess of 130 feet of fresh water which is considered a technical diving depth and is beyond the stated recreational depth limit for scuba diving of 130 feet of sea water, and entails substantial risk of injury or death and that I am engaging in this activity of my own free will and at my own risk.
8. \_\_\_\_\_ That I fully understand that using mixed gases and using pure oxygen is a potentially dangerous and risky activity that may result in serious injury or death and that I am engaging in this activity of my own free will and at my own risk.
9. \_\_\_\_\_ That I fully understand that diving beyond the no-stop decompression limits set by nationally recognized scuba diving certifying agencies and / or the US Navy is a potentially dangerous activity and that in diving on the B-29 Overton site means I will be engaging in decompression diving activities of my own free will and at my own risk.

Signed this page; \_\_\_\_\_

**Scuba Training and Technology Inc.**  
**2959 Kiowa Blvd North, Lake Havasu City, AZ 86404**  
**928-855-9400**

**Responsibility Agreement and Liability Release**

Page 2

10. \_\_\_\_\_ That I fully understand that the use of dive computers to determine dive and /or decompression information is a potentially dangerous and risky activity and that if I chose to use a dive computer that I do so of my own free will and at my own risk.

11. \_\_\_\_\_ That I will not hold Scuba Training Technology Inc, Joel Silverstein, Kathy Weydig, Scott Monnier, their agents, employees, assigns, relatives, heirs, volunteers, sponsors, suppliers, vendors, or any other persons or entities, including their crew, responsible for any accident, illness, disability, or fatality that may occur while on a Guided Technical Dive to the B-29 Overton site, either on land or sea.

12. \_\_\_\_\_ Further, it is expressly understood and agreed that Scuba Training and Technology Inc., Joel Silverstein, Kathy Weydig, Scott Monnier, their agents, employees, assigns, relatives, heirs, volunteers, sponsors, suppliers, vendors, or any other persons or entities do not assume any responsibility for the safety of any individual at any time, particularly while such individual is engaged in underwater activities.

13. \_\_\_\_\_ Further is is expressly understood and agreed that the B-29 Overton Dive site and other sites in the Lake Mead National Recreation Area is considered a remote location and that immediate medical attention may not be available should I have a medical emergency.

14. \_\_\_\_\_ Additionally, in consideration of the price at which the **B-29 Overton Guided Technical Dive** is offered and conducted and other good and valuable considerations, the signee releases and absolves, Scuba Training and Technology Inc., Joel Silverstein, Kathy Weydig, Scott Monnier, their agents, employees, assigns, relatives, heirs, volunteers, sponsors, suppliers, vendors, or any other persons or entities from any and all liability for property loss or damage and / or from any or all damage resulting from death or personal injuries including loss of services, whether resulting from negligence of anyone in charge or participating in the B-29 Overton Guided Technical Dives organized by Scuba Training and Technology Inc., Joel Silverstein, Kathy Weydig or otherwise.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_ Witness: \_\_\_\_\_

Next of Kin: \_\_\_\_\_

Signature: \_\_\_\_\_ Witness: \_\_\_\_\_

**Responsibility Agreement and Liability Release**  
**Releasing Scuba Training and Technology Inc.**  
**B-29 Overton Guided Technical Dive**

Page 2 of 4

**B-29 Overton Guided Technical Dive**

**PARTICIPANT INFORMATION**

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/TOWN: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

TELEPHONE NUMBER: \_\_\_\_\_

CELL PHONE NUMBER: \_\_\_\_\_

SPOUSE NAME: \_\_\_\_\_

SPOUSE TELEPHONE NUMBER: \_\_\_\_\_

SPOUSE CELL PHONE NUMBER: \_\_\_\_\_

EMERGENCY CONTACT PERSON: \_\_\_\_\_

EMERGENCY CONTACT NUMBERS: \_\_\_\_\_

CERTIFYING AGENCY \_\_\_\_\_ CERTIFICATION # \_\_\_\_\_

LEVELS OF CERTIFICATION: \_\_\_\_\_

RANK OF DIVING ABILITY: (please circle)    intermediate    advanced    expert

DAN Insurance # \_\_\_\_\_

**SHIPWRECK DIVING EXPERIENCE**

Number of Dives (Circle)

in the past 12 mos    2 or less    3-5    6-10    11 or more

in diving career    2 or less    3-5    6-10    11 or more

Signed this page; \_\_\_\_\_

**B-29 Overton Dive 2007**

**PARTICIPANT INFORMATION**

Number of Decompression Dives (circle)

in the past 12 mos    2 or less    3-5    6-10    11 or more  
in diving career    2 or less    3-5    6-10    11 or more

Number of Dives Total

in the past 12 mos    2 or less    3-5    6-10    fill in \_\_\_\_\_  
in diving career    fill in \_\_\_\_\_

Number of Hours on Rebreather Systems if Applicable

in the past 12 mos    2 or less    3-5    6-10    Fill in \_\_\_\_\_  
in diving career    Fill in \_\_\_\_\_

Do you have any medical history, condition, physical or mental impairment which would make diving, deep diving, decompression diving, or other underwater activities dangerous or expose you or others to additional risk ? (Circle)

NO                      YES (please explain below or on separate sheet)

The information given here is a true and accurate representation of my contact information, contact information of my spouse if any, and my emergency contact information as well as my diving certification levels, and my diving activities experience and history.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_ Witness: \_\_\_\_\_

Next of Kin: \_\_\_\_\_

Signature: \_\_\_\_\_ Witness: \_\_\_\_\_

**COMMERCIAL USE AUTHORIZATION  
U.S. DEPARTMENT OF THE INTERIOR**

**Lake Mead National Recreation Area**

**Visitor Use Acknowledgement of Risk**

In consideration of the services of Scuba Training and Technology Inc. their officers, agents, employees, and stockholders, and all other persons or entities associated with those businesses (hereinafter collectively referred to as "STT Inc.") I agree as follows:

Although STT Inc. has taken reasonable steps to provide me with appropriate equipment and skilled guides so I can enjoy an activity for which I may not be skilled, STT Inc. has informed me this activity is not without risk. Certain risks are inherent in each activity and cannot be eliminated without destroying the unique character of the activity. These inherent risks are some of the same elements that contribute to the unique character of this activity and can be the cause of loss or damage to my equipment, or accidental injury, illness, or in extreme cases, permanent trauma or death. STT Inc. does not want to frighten me or reduce my enthusiasm for this activity, but believes it is important for me to know in advance what to expect and to be informed of the inherent risks. The following describes some, but not all, of those risks.

Death by drowning, death due to faulty equipment, death due to improper breathing mixtures for depths of dive, death due to loss of buoyancy and uncontrolled ascents or descents, death due to barotraumas, death due to decompression sickness (the bends) resulting from either proper or improper adherence to decompression schedules and/or dive computer directions, death due to misuse of equipment, death due to hypoxia or hyperoxia, death resulting from events compounded by narcosis, entanglement, loss of visibility due to silting, loss of up line or loss of downline; death due to hypothermia or hyperthermia, death due hypercapnia. Severe permanent disability due to barotraumas, severe permanent disability due to decompression sickness (the bends); and emotional trauma resulting from, or witnessing, any of the above.

I am aware that diving and technical diving entails risks of injury or death to any participant. I understand the description of these inherent risks is not complete and that other unknown or unanticipated inherent risks may result in injury or death. I agree to assume and accept full responsibility for the inherent risks identified herein and those inherent risks not specifically identified. My participation in this activity is purely voluntary, no one is forcing me to participate, and I elect to participate in spite of and with full knowledge of the inherent risks. I have sufficient training and experience for the dive I am about to undertake and I understand and that the National Park Service may not have the capability to perform property or body recovery.

I acknowledge that engaging in this activity may require a degree of skill and knowledge different than other activities and that I have responsibilities as a participant. I acknowledge that the staff of STT Inc. has been available to more fully explain to me the nature and physical demands of this activity and the inherent risks, hazards, and dangers associated with this activity.

I certify that I am fully capable of participating in this activity. Therefore, I assume and accept full responsibility for myself, including all minor children in my care, custody, and control, for bodily injury, death or loss of personal property and expenses as a result of those inherent risks and dangers identified herein and those inherent risks and dangers not specifically identified, and as a result of my negligence in participating in this activity.

I have carefully read, clearly understood and accepted the terms and conditions stated herein and acknowledge that this agreement shall be effective and binding upon myself, my heirs, assigns, personal representative and estate and for all members of my family, including minor children.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

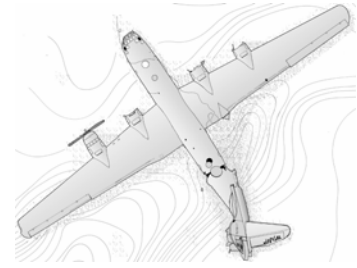
Signature of Parent or Guardian, if participant is under 18 years of age

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



**DIVE PERMIT**  
**LAKE MEAD B-29**  
 Lake Mead National Recreational Area  
 601 Nevada Highway, Boulder City, Nevada 89005




---

Name (Please Print) \_\_\_\_\_

---

Address \_\_\_\_\_

---

Phone Number \_\_\_\_\_

**DIVES**

<b>PROPOSED</b>			<b>ACTUAL</b>		
Dive	Date	Location	Dive	Date	Location
1	_____	_____	1	_____	_____
2	_____	_____	2	_____	_____
3	_____	_____	3	_____	_____

\_\_\_\_\_ As a recreational diver at Lake Mead I acknowledge that there are risks inherent to conducting deep dives and dives requiring specialized equipment and/or breathing gasses. I have sufficient training and experience for the dive I am about to undertake and I understand and that the National Park Service may not have the capability to perform property or body recovery.

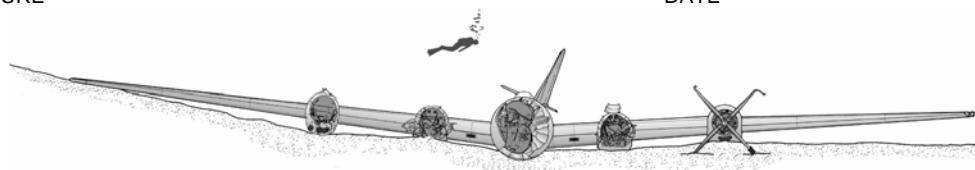
\_\_\_\_\_ I understand that disturbing or removing archeological or cultural materials, including materials from the B-29, is a violation of federal law and that this activity will result in my prosecution and may jeopardize the dive boat's charter license at Lake Mead.

\_\_\_\_\_ I have watched the National Park Service orientation video and I understand that the B-29 control surfaces are covered with delicate fabric and that portions of the fuselage are thin aluminum. I will do everything possible to maintain neutral buoyancy and leave the B-29 as I found it so that others may enjoy the same dive I am about to complete. I also understand that I am not to enter or attempt to enter the plane.

Sport divers have helped manage the resources at Lake Mead by offering information on observed changes over time. These changes, whether environmental or human caused, provide information that assists with our monitoring efforts. We encourage you to help by providing the National Park Service with feedback about your diving experience, observations and suggestions for future improvements.

---

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

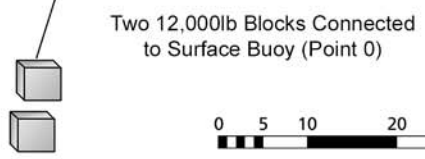
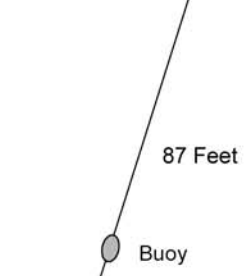
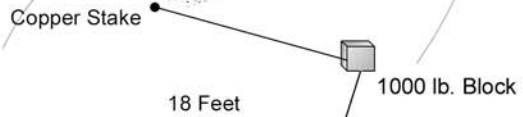
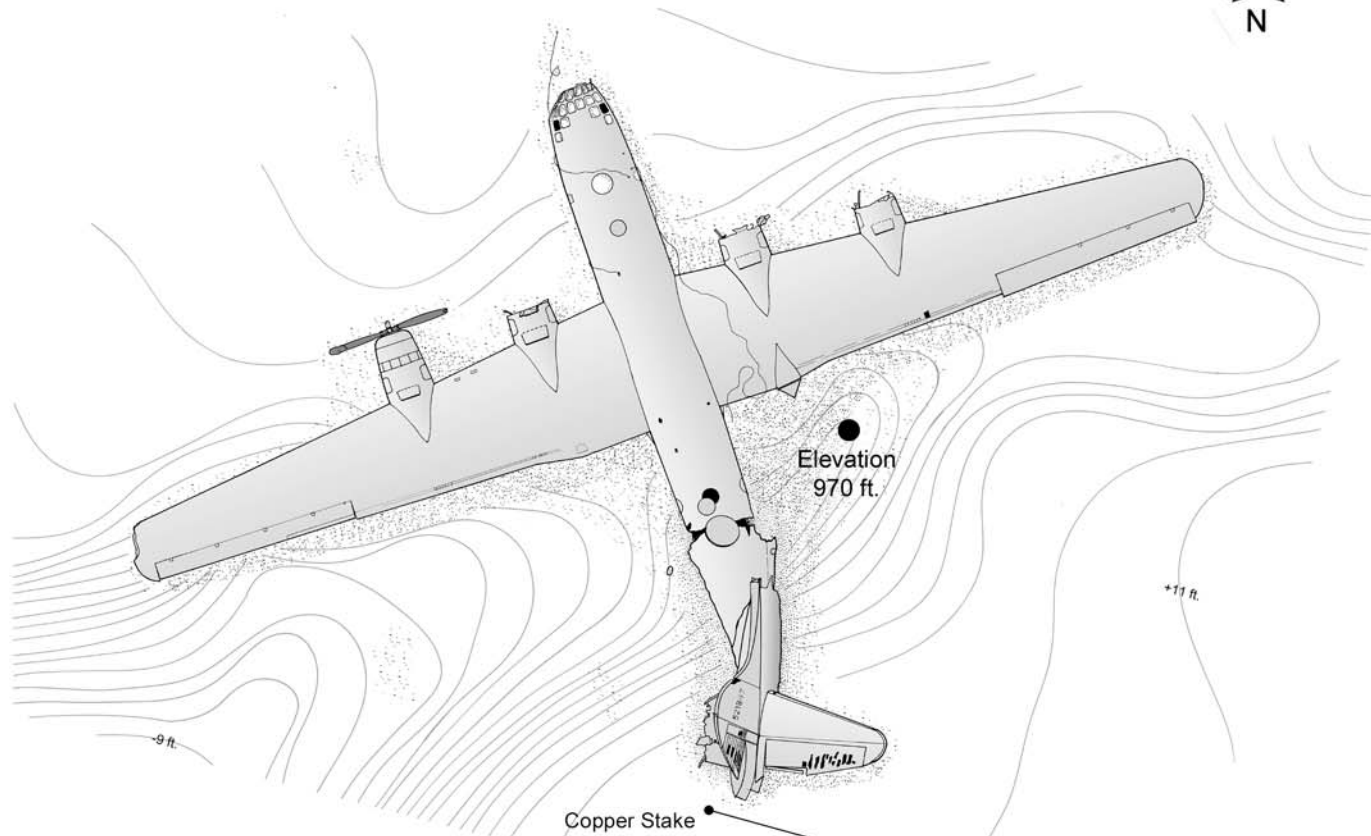


## **DIVE PERMIT LAKE MEAD B-29**

Lake Mead National Recreational Area  
601 Nevada Highway, Boulder City, Nevada 89005

The Overton B-29 offers an exciting and unique scuba diving opportunity. In order to enjoy and preserve this special recreational experience with this wilderness setting, we ask that you please observe the following regulations pertaining to diving on the site. The National Park Service was created to conserve America's precious historical and natural resources unimpaired for future generations. Please join with us and help keep this site special for those who will come after us.

- 1) Each diver is required to watch the orientation video and complete a diving permit for the B-29 site before diving.
- 2) Completed permits should be turned into your dive boat operator.
- 3) Removal or disturbance of underwater cultural materials from the B-29 site is prohibited and will be prosecuted under relevant federal laws.
- 4) Impacts to the aircraft caused by divers will affect the number of divers that are allowed on the site in the future. Severe impacts may jeopardize the dive boat's charter license. Please be considerate and think about how your actions will affect others who would like to share this experience.
- 5) The following are prohibited without an NPS Special Use Permit: Metal detectors, side scan sonar, sub-bottom profilers. Remotely operated vehicles (ROVs) require a NPS Special Use Permit for the Overton B-29. Spear guns are prohibited on the Overton B-29 site.
- 6) Contact Lake Mead dispatch (marine radio channel 16 or cell phone) for emergency assistance. Please report diving accidents, safety issues, unauthorized diving activities or problems to Park Service personnel or to Lake Mead Dispatch (800)680-5851 or (702) 293-8998
- 7) Please share your thoughts and ideas for improving the dive site, protecting it better for the future or other issues that the National Park Service should be aware of:



**DOWNLINE**



Contour Interval 1 Foot



Lake Mead National Recreation Area  
Submerged Resources Center  
National Park Service

## RB29A Serial Number 45-21847

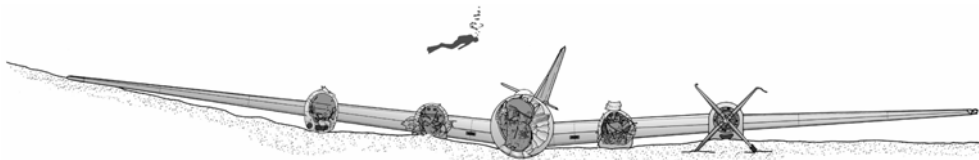
The B-29 bomber was developed as a long-range heavy bomber during the Second World War. Originally designed to bomb targets in Europe from the United States, the B-29 was mostly deployed in the Pacific and is most famous for the role it played in the closing phases of the war. On August 6 1945 Colonel Paul Tibbets, Jr. flew *Enola Gay*, to Hiroshima, Japan and dropped "Little Boy," a 9,000 pound atomic bomb. Three days later, on August 9 Major Charles Sweeney flew, *Bock's Car*, to the city of Nagasaki and dropped "Fat Man," a 10,000 pound atomic bomb. The world was shocked and horrified at the power of these weapons. Japan surrendered and the Second World War ended on August 14, 1945. Following the cessation of hostilities, the uneasy alliance between the U.S., Britain, France and the Soviet Union collapsed and the world realigned itself along the competing axes of communism and democracy. This new geopolitical drama stretched for almost five decades in the tense years of the Cold War.

B-29 45-21847 was constructed at the Boeing plant in Wichita, Kansas under the last production order issued by the U.S. Army to build B-29s. It was one of 1620 B-29s built at the Boeing-Wichita plant. 45-21847 was delivered to the United States Army Air Forces at the Oklahoma Air Depot, Tinker Army Air Field on September 13<sup>th</sup>, 1945, eleven days after Japan surrendered. In 1947, all defensive armament was removed from 45-21847 and the plane was designated as a reconnaissance B-29 (R-B29). In that same year, the plane was transferred to Muroc Army Airfield (later known as China Lake) for participation in Upper Atmosphere Research Project 288.

Upper Atmosphere Research Project 288 emerged at the dawn of the Cold War and was designed to gather basic scientific data about the nature of the upper atmosphere. This information was vital for American efforts aimed at designing and deploying intercontinental ballistic missiles. Part of the Upper Atmospheric Research Project involved the testing and development of a device that would use the sun as a reference point for missiles as they arched from the United States towards targets in Russia. While testing this "suntracker," 45-21847 crashed into Lake Mead on the morning of July 21, 1948. As the plane descended over Lake Mead, the pilot apparently lost depth perception above the smooth water. With an indicated airspeed of 230 miles per hour, the huge bomber hit the water with a glancing blow. The contact with the lake tore three of the four engines off the plane. The pilot managed to wrestle 45-21847 back into the air and then ditch; all members of the crew got out alive before the B-29 sank.

The B-29 dive site is set up for your safety and protection, but also for the protection of the airplane. By maintaining proper buoyancy you will help ensure that the divers that dive after you will have the same experience you have had and that you won't stir up silt for your buddies. B-29 control surfaces (the flaps and tail plane) are made of fabric and will disintegrate if touched—keep your hands and fins off the trailing edges of the wings and tailplane. Portions of the fuselage are thin and brittle, particularly on the top. Keep hands and fins off the airplane at all times. You are reminded that this plane is protected by law. Do not enter the plane and do not remove anything from the site.

***Remember: Take Only Pictures, Leave Only Bubbles.***



EXPERIENCE YOUR AMERICA

This dive site is a cooperative effort of the National Park Service, Lake Mead National Recreation Area and the Southern Nevada Scuba Retailers Association. Funding for your dive was provided by the National Park Service, the Southern Nevada Scuba Retailers Association, Overton Beach Marina and the Southern Nevada Public Lands Management Act.