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Hq TG 7.4, Subj: BRAVO Event and Post Developments (Cont'd)

d. The fact that the Task Force was aloft immediately after BRAVO had no effect one way or another on this Task Group.

2. Task Group 7.4 participation in BRAVO event was as follows:

- a. 1 WB-29 Heavy Nuclide Sampling.
- b. 1 B-47 Effects.
- c. 1 B-36D Effects.
- d. 3 C-54 Photography.
- e. 3 B-50 Indirect bomb damage assessment.
- f. 1 RB-36 Air Control.
- g. 1 C-47 VHF relay.
- h. 1 SA-16 Search and Rescue.
- i. 12 F-84 Sampling.
- j. 2 FB-36 Sampling.
- k. 3 WB-29 Weather and Cloud Tracking.
- l. 3 VIP aircraft
- m. All aircraft accomplished their mission satisfactorily.

3. Task Group 7.4 participation in ROMEO event was as follows:

- a. 1 WB-29 Heavy Nuclide Sampling.
- b. 1 B-36D Effects.
- c. 1 B-47 Effects.
- d. 3 C-54 Photography.
- e. 3 B-50 Indirect bomb damage assessment.
- f. 1 RB-36 Air Control.
- g. 1 C-47 VHF relay.
- h. 1 SA-16 Search and Rescue.
- i. 12 F-84 Sampling.
- j. 2 FB-36 High Altitude Sampling.
- k. 3 WB-29 Weather and Cloud Tracking.

l. All aircraft accomplished their mission satisfactorily with the exception of one (1) F-84 which had a malfunction of its tip tanks causing both tanks to be salvaged and one featherweight B-36 which aborted.

4. Task Group 7.4 participation in KOON event was as follows:

- a. 1 WB-29 Heavy Nuclide Sampling.
- b. 1 B-47 Effects.
- c. 1 B-36D Effects.
- d. 3 C-54 Photography.
- e. 3 B-50 Indirect bomb damage assessment.
- f. 1 RB-36 Air Control.
- g. 1 C-47 VHF relay.
- h. 1 SA-16 Search and Rescue.
- i. 12 F-84 Sampling

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- j. 2 B-36 Sampling.
- k. 3 WB-29 Weather and Cloud Tracking.
- l. 2 VIP aircraft
- m. All aircraft accomplished their mission satisfactorily with the following exceptions:

- (1) The B-36 control had a broken blister and had to abort and the back-up control B-36 completed the mission including sampling.
- (2) The last 4 F-84 samplers were unable to get samples because of cloud dispersal.
- (3) Two (2) F-84 aircraft were forced to land at TARE strip because of existing emergencies.

FOR THE COMMANDER:

A. J. AMERSON
Captain, USAF
Adjutant

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