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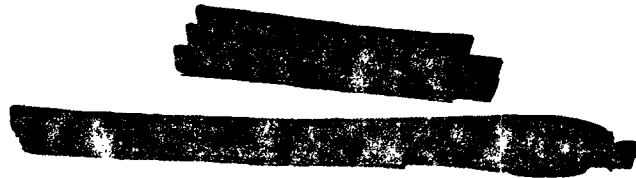
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OF THE

WEATHER RECONNAISSANCE ELEMENT,

PROVISIONAL (132.4.3.1)

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Acting Chief ISC/M
John H. Boyle



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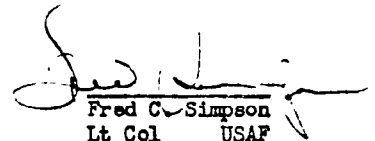
OF

WEATHER RECONNAISSANCE ELEMENT, PROVISIONAL (132.4.3.1)

Period Covered

1 January through 30 June 1952


David Magilavy
CWO USAF
Historian


Fred C. Simpson
Lt Col USAF
Commanding

Headquarters

57th Strategic Reconnaissance Squadron, Medium, Weather

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WEATHER RECONNAISSANCE ELEMENT, PROVISIONAL (132.4.3.1)

This history is in effect, a history of the planning phases of the Weather Reconnaissance Element, Provisional (132.4.3.1) as executed by unit which will man and operate the aforementioned Element, namely, the 57th Strategic Reconnaissance Squadron, Medium, Weather. The latter organization is located at Hickam Air Force Base, Territory of Hawaii. Actual organization of the Weather Reconnaissance Element, Provisional (132.4.3.1) will not be effected until the departure of the first personnel from Hickam for Kwajalein in September 1952.

Inasmuch as the 57th Strat Recon Sq, M, Wea functioned as the Weather Reconnaissance Task Unit during OPERATION GREENHOUSE in 1951, it was more or less taken for granted that the same organization would perform the identical mission for OPERATION IVY (Restricted). Unofficial word of the proposed mission assignment was received by the 57th SRS during the month of November 1951. No official word having been received by January 1952, a letter was dispatched to the Chief, Air Weather Service on 7 January 1952, requesting that official acknowledgment of our OPERATION IVY (Restricted) commitments be forwarded as early as possible in order that planning for the project could proceed.

In the interim period between the dispatch of the above noted letter and the receipt of the response from Headquarters, Air Weather Service, the 57th SRS was visited by Commander Pate (JTF 132 Staff Weather Officer) who provided us with an outline of mission requirements for the Weather Reconnaissance Element during OPERATION IVY (Restricted). While this information was not official, it gave the 57th SRS the first concrete

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Weather Reconnaissance Element (cont'd).

information upon which planning could be commenced.

During the period of Commander Pate's visit to this organization, he requested that the 57th SRS prepare a set of proposed weather reconnaissance flight tracks for operations out of Kwajalein. These tracks were drafted by the weather and navigation sections of the squadron and were forwarded with supplementary information to Commander Pate on 22 February 1952. These tracks (shown in Tab F of the attached study) are such that they should suffice for all future weather reconnaissance operations out of Kwajalein. Unlike normal weather reconnaissance tracks, these were designed to take full advantage of all radio aids and land masses for navigational purposes. This procedure was followed because of the necessity for accurate navigation and the normal absence of good loran, radio, and radar coverage in the areas where reconnaissance is desired.

On 23 January 1952, Headquarters Air Weather Service issued Secret Operations Plan 1-52 obligating the 57th SRS to provide ten (10) WB-29 aircraft plus ten (10) crews, maintenance and overhead personnel for OPERATION IVY (Restricted). This being the first official directive received, work was immediately begun on a study of requirements for the Weather Reconnaissance Element, Provisional (132.4.3.1) Planned strength of the element was originally established as fifty-five (55) officers and two hundred and seventy-five (275) airmen.

Drawing on experience gained within the 57th SRS through participation in OPERATIONS RANGER, GREENHOUSE, and BUSTER/JANGLE, one complete

study of requirements was prepared during the month of February 1952. This voluminous document covered all phases of the operation, problems, supply requirements, administrative procedures, etc., in terms of the proposed operation at Kwajalein. A copy of the study is attached to this history as Tab 1. The study was completed on 29 February and dispatched to CTG 132.4, CGD TSU 132.4.3, and Chief, AWS.

The first major problem encountered in the planning for the Kwajalein element involved the interjection into our normal requirements of a schedule depot inspection and repair for unit WB-29's at Warner Robins Air Materiel Area. On the 13th of February 1952 a letter was dispatched to Headquarters Air Weather Service requesting that the DIR schedule be deleted for the 57th SRS until after the completion of OPERATION IVY (Restricted). The request was based on the following:

a. DIR was more desirable following completion of TDY at Kwajalein due to the high rate of corrosion action in that area.

b. Depot schedules are unreliable at best and planning for the project would call for stringent controls on aircraft flying time. One thousand (1000) hour inspections would be due on squadron aircraft beginning in June 1952 and interjection of transfer and acceptance inspections through the period of the project would place a critical drain on available manpower at a time when project effort would require a maximum squadron effort to meet operational commitments.

c. Depot schedules did not provide for control of special

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

equipment now installed in unit aircraft and the loss of specially equipped aircraft would require expenditure of additional squadron or depot time to re-equip aircraft for project participation,

The request noted above was declined and the 57th SRS was committed to provide one aircraft per month from May through July 1952 and September 1952 through May 1953, to be released to Warner Robins Air Materiel Area for DIR.

On the 18th of February 1952 a request was received from Task Group 132.4 requesting this unit to provide support spaces (auto mechanics, electricians, warehousing specialists, bakers, meatcutters, cooks, and food service supervisors) to augment the Task Group Support Unit at Kwajalein. This request was denied on the basis that the 57th SRS would be required to maintain normal weather reconnaissance operations at Hickam during the period of the project, absorbing the major portion of available support personnel. In addition, the mess personnel and auto mechanics assigned to the 57th SRS have been released to Hickam AFB (1500th Air Transport Wing) facilities on a special duty basis. Since that organization did not concur in loss of support personnel, little alternative was left with respect to this matter. During this same period (20 Feb 52) question arose due to the wording of Air Weather Service's Operations Plan 1-52, as to whether the weather reconnaissance element for OPERATION IVY (Restricted) would operate as a provisional unit or as Flight "A", 57th Strat Recon Sq, M, Wea. An exchange of wires with Air Weather Service clarified this point to the extent that the 57th

SRS would form a provisional unit to perform the OPERATION IVY (Restricted) mission. While this point appears to be minor at first glance, the administrative ramifications involved are quite extensive and clarification was essential for planning the operation.

A second matter which was subjected to early planning was that covering the subject of typhoon reconnaissance in the Kwajalein area. During normal operations the area of the Marshall Islands is given typhoon reconnaissance coverage by the 54th SRS at Guam. Because of the lack of early coordination on this matter during OPERATION GREENHOUSE, the first typhoon entering the Marshall Islands area provoked a considerable amount of confusion in matters of weather reconnaissance between the 54th SRS and the GREENHOUSE Air Task Group Weather Reconnaissance Element. An appropriate letter was therefore dispatched to Headquarters Air Weather Service, recommending the establishment of an area of typhoon reconnaissance responsibility for the OPERATION IVY (Restricted) Weather Reconnaissance Element. Subsequent correspondence resulted in procedures agreeable to all concerned and established a fixed area of typhoon reconnaissance responsibility for the Weather Reconnaissance Element.

The preparation of the study attached hereto began "paying-off" during March 1952. On the 21st of that month a TWX was received from Task Group 132.4 requesting nine (9) copies of the Weather Reconnaissance element supply requirements list (TAB K of attached study) be forwarded to that headquarters for processing. Copies were reproduced and forwarded on 23 March 1952. Thus the major problem of project planning had been

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

taken care of at that early date, allowing the unit to concentrate on the remaining aspects of the operation.

As a matter of historical interest the basis upon which the supply requirements were established are worthy of note. Initially it was decided that an absolute minimum of unit equipment should be moved from Hickam to Kwajalein. This was desired since the 57th SRS would maintain operations at Hickam and the tear-down, crating, and shipment of unit property would necessitate an early reduction of normal weather reconnaissance operations at Hickam. A second point which was considered was that annual atomic tests are being conducted at Eniwetok and it appears fairly certain that WB-29s will continue to participate, necessitating WB-29 maintenance equipment be on hand at Kwajalein (or Eniwetok) every year. Therefore the supply requirements were established on the basis that the Weather Reconnaissance Element would move from Hickam to Kwajalein with nothing other than aircraft and individual tool kits for the maintenance personnel. This procedure then will permit the WB-29 maintenance equipment to remain in the Task Force storage area at Eniwetok between tests and will eliminate the annual shipping of equipment to and from the States or other location as the case may be. Even though this procedure ties up a great deal of maintenance equipment it is estimated that its cost will not exceed by a significant amount the funds expended in procuring, packing, and shipping the equipment each year to and from the operating location.

In the early part of April a letter from TG 132.4 was forwarded to

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

this unit from Headquarters Air Weather Service indicating the proposed movement schedule of the Weather Reconnaissance Element Provisional to Kwajalein. Proposed shipping schedules were as follows:

Advance Echelon	6 officers	50 airmen	In Place 1 Oct 52
Main Body	49 officers	225 airmen	In Place 5 Oct 52

Considerable study was given to this matter and a revision to shipping schedules was submitted to Commanding Officer, Test Service Unit 132.4.3 for consideration. The revised schedule was as follows:

DEPART HICKAM	OFFICERS	AIRMEN
15 Sep 52	4	22
26 Sep 52	0	50
30 Sep 52	1	49
1 Oct 52	21	32
2 Oct 52	20	32
3 Oct 52	10	68
TOTAL	56	253

The changes to the schedule were based on a requirement to have sufficient personnel in place at Kwajalein early enough to establish all maintenance and administrative functions prior to arrival at the forward area of the operational segments of the organization. Consideration was also given to the desirability of maintaining normal weather reconnaissance operations at Hickam Air Force Base as long as possible prior to the beginning of OPERATION IVY (Restricted) activities. Since the entire movement of the Weather Reconnaissance Element is to

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

be accomplished through the use of the ten WB-29 aircraft and one, or possibly, two IC-97 aircraft, the staggered schedule was easily worked out to the advantage of the organization. The revised schedule was approved by Commanding Officer, Test Services Unit 132.4.3 by TWL, the only stipulation being that adequate coordination was required by this organization with the Task Force Liaison Officer at Kwajalein in order that he would be aware of the arrival dates of the various increments.

MATS TABLE of Distribution Number PW-1, dated 1 March 1952 was received during the latter part of March. The cited TD provided for the organization of "Weather Reconnaissance Element, Provisional (132.4.3.1)" at a strength of 56 officers and 253 airmen. The authorized strength of the unit was reduced from 55 officers and 275 airmen at the request of this headquarters (see TAB B of the attached study). The purpose in reducing the strength was to hold the number of personnel at Kwajalein to a minimum, consistent with the operational commitments at that location. Consideration of the operating commitments at Hickam during the period of the project was also considered and an equitable distribution of available personnel had to be effected, so that both locations could function without excessive strain on manpower resources.

During the early part of April 1952, Task Group 132.4 processed our supply requirements and submitted appropriate requisitions to Sacramento Air Materiel Area. A copy of the requisitions (Brownline listings) was provided this organization per our request, in order that the status of equipments added or deleted could be monitored locally.

[REDACTED]

Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

During the months of April, May and June, periodic queries were received from SMAMA relative to items which could not be identified because of errors in our listings. Requests for substitute items were received in instances where the item we had requested was not available. As of the end of this reporting period, roughly twenty-five queries of this nature had been received from SMAMA. Considering that over 4000 line items of supply had been requested by this unit, the percentage of error involved was considered far below average.

During the months of May and June, the most outstanding planning problems associated with the Provisional Weather Reconnaissance Element were associated with the special mission assignments of the element and the requirements for special equipment. As noted in the Task Group Operations Plan 1-52, the weather reconnaissance element is charged with support of the Air Force Office of Atomic Tests (AFOAT) portion of the test program. Stated in general terms, the special mission involves the tracking and sampling of radioactive clouds. Details of this mission are considered essential in order to establish the approximate amount of radioactive contamination which the crews and aircraft will encounter and to approximate the flight time for each of the proposed special missions. In addition, the details of the special mission must stipulate the type of special tracking and sampling equipment which will be required. The matter of equipment required is in itself an extremely important bit of information that is required to complete proper plans. There are at present three primary types of

equipment referred to in AFOAT-1 code as B/31, B/21 and D/1. A fourth type, the C-1 is a standard installation on all unit aircraft so no problem exists relative to requirements for same. The previously mentioned equipment however, is distributed in varying total quantities throughout thirteen aircraft assigned to this organization. Until such time as the exact special equipment requirements are known, it is impossible to designate the aircraft, by serial number, which are to participate in OPERATION IVY (Restricted). Since special preparatory maintenance may be required on the project aircraft, the disadvantages are obvious. Another factor complicating the special equipment problem is that this organization is losing specially equipped aircraft (irremovable components) to WRAMA as a result of the DIR program, but has no means of determining what equipment will be returned via the aircraft received as a replacement. (The aircraft turned in to the depot are not necessarily the aircraft returned to this organization since three different squadrons with identically modified aircraft are involved in the WB-29 DIR program.) A major concern of this organization with respect to this matter is that the equipment requirements eventually established by the AFOAT test program agencies, may be in excess of that on hand. This will necessitate their requisitioning of such equipment and the installation of same just prior to departure for Kwajalein, at a time when maintenance man-power (which will have to be diverted to these installations) is fully taxed otherwise, getting prepared for the project and completing a heavy schedule of 1000 hours

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

inspections. This particular problem has been referred both orally and by TWX and letter to each Headquarters involved, (Air Weather Service, Test Services Unit 132.4.3, and Task Group 132.4.3) with completely negative results as of the end of this reporting period.

Training of the Weather Reconnaissance Element personnel was considered by responsible staff officers during the month of June. A review of the Task Group Training Directives revealed that in the majority of instances the training requirements were associated with either Preparation for Overseas Movement or are the normal training requirements of individuals and units established by current Air Force Directives. Since the squadron's training program for required USAF directed training was exceptionally complete and comprehensive, the specialized training for the Provisional Element was designed to provide only for the particular needs of the project. Thus, programs were established in the following subjects: Radiological Safety, Security, Aircraft Decontamination, Cloud Tracking Techniques, and Cloud Sampling Techniques. The first two subjects are to be administered to all project personnel; the latter subjects are to be administered only to those personnel directly involved with the indicated operations. First schedules of the program were tentatively established for commencement on or about 15 July 1952.

Selection of personnel began with an early notice to responsible officers of the squadron in mid-April advising them to consider personnel for selection in accordance with the requirements of MATS

TD PW-1. By the 1st of June the need for working out all the finer points of manning became evident, and tentative selections were made. By the end of June 98% of the manning had been completed and only a few minor changes are anticipated subsequent to that date.

The interjection into our current overseas tour of another period of TDY at Kwajalein necessitated thorough consideration of the effect the accelerated tour credits would have on the stability of the unit. Since the unit moved overseas as a complete organization, the rotation of approximately 90% of the squadron normally may be expected to occur during a relatively short period of 6 to 12 months. Under those conditions of course, the instability of the unit places the mission capabilities in jeopardy, and any variable factors, such as the earlier rotation period brought on by the Kwajalein tour must be analyzed. By establishing estimated periods of duty at Kwajalein during OPERATIONS IVY (Restricted) for the various categories of personnel who are to participate, it was established that well over 50% of the squadron officers would rotate to the Zone of Interior within 6 to 7 months following return from Kwajalein. Regulations, however, provide that the individual's Date of Estimated Return from Overseas (DEROS) will be adjusted after the individual returns from duty at the TDY location. Because an individual must be reported by means of a "Six Months Forecast of Returnees", it was therefore decided to use the estimated periods of Kwajalein duty and adjust the DEROS of the individuals

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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

prior to departing for Kwajalein. Had this action not been taken, a large number of individuals would have been delayed in returning to the ZI from one to six months after the date upon which they would be eligible to return. Use of the estimated period will undoubtedly result in some discrepancies, however, it is considered that the action taken is in the best interests of the service as well as the individual.

The matter of costing the Weather Reconnaissance Element, Provisional properly so that it could be properly charged to the Joint Task Force Funds, has resulted in considerable expenditure of effort on the part of the unit.

During the latter part of May the organization was visited by 1st Lt Gilbert F Hinebaugh representing the Comptroller Division of JTF 132. Working with the 1500th Air Transport Wing, and Headquarters, Pacific Division MATS, numerous procedures were worked out to the satisfaction of all concerned. The details of these procedures are best covered in the attached (Inclosure #2) disposition form, prepared by the 57th Statistical Services Officer.

Correspondence was received in June through channels from JTF 132 requesting that information should be made available concerning (1) the value of all buildings utilized by the unit in the forward area and (2) the value of all equipment used by the unit. Compliance with this request is not believed practical insofar as individual units participating are concerned, in that such cost information is normally available only at higher echelons of command. Examples include cost


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Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

of aircraft engaged in project, and quonset huts to be used, both sometimes involving construction as much as 8 to 9 years ago. It is believed that most, if not all, of costs involved in this project could be determined more accurately and with less effort and confusion if breakdown of costs per individual elements were not required in cases of this nature.

On the 20th of May 1952, the 57th Strat Recon Sq, M, ather, which had been assigned directly to Headquarters Air Weather Service, was reassigned within the Air Weather Service structure, to the 2143d Air Weather Wing, Tokyo, Japan. While this reassignment had little effect on the planning of the project, it did provide for an additional channel to Headquarters Air Weather Service and brought another headquarters into the picture for consideration.

At about the same time as the reassignment described above took place, the C-54 aircraft assigned to the 57th SRS was lost to a MATS organization. The Commanding Officer 2143d Wing was advised of the requirement that this organization had for airlift support of the provisional weather reconnaissance element. Since the 2143d Wing was to be assigned three YC-97s to replace all the C-54s lost to MATS, assurance was given the 57th that a minimum of one, and probably two of the YC-97s would be assigned the 57th at least through the period of OPERATION IVY (Restricted). As a result, the movement of personnel and their equipment to Kwajalein was designed for full utilization of the YC-97s and need for any type of water transportation was eliminated.


Weather Reconnaissance Element, Provisional (132.4.3.1) cont'd

During the latter part of the month, the unit was honored by a visit from Brigadier General Frederic E Glantzberg, Commander Task Group 132.4 and members of his staff. A meeting with the Task Group Staff was held on the morning of the second day and many phases of the operation were discussed and clarified. Indication was given to the Task Group staff of the need for complete information relative to the queries posed in the attached study. Assurance was received that appropriate action would be taken on this matter.

Copy 1



57TH STRATEGIC RECONNAISSANCE SQUADRON, MEDIUM, WEATHER
APO 953

29 February 1952

STUDY BY: Commanding Officer, 57th Strategic Reconnaissance Squadron,
Medium, Weather

SUBJECT: (Unclassified) Support and Operational Requirements of Task
Unit 132.4.3.1 (Provisional)

PROBLEM: To establish the logistical, administrative, and operational
needs of Task Unit 132.4.3.1 (Composed of 57th Strat Recon Sq, M, Wea.
personnel) during the sixty day period of its assignment to Joint Task
Force 132.

FACTORS BEARING ON THE PROBLEM:

1. The 57th Strategic Reconnaissance Squadron, Medium, Weather has
previously participated in Operation Ranger (Unclassified), Operation
BREMENHOUSE (Unclassified) and Operation Buster-Jangle (Unclassified).
Techniques of both weather and radiological reconnaissance have been
established to the point where Standing Operating Procedures governing
both types of activities are feasible. Thus the problems associated with
the methods employed in the physical accomplishment of the IVI (Secret)
mission are considered to be minor in nature.

2. Fifty-six Officers, two hundred fifty three airmen and ten (10)
WB-29 aircraft will be employed by Task Unit 132.4.3.1 to perform approx-
imately 1600 flying hours during a sixty (60) day period. Major problems
associated with the proposed operation thus center on logistics, including
maintenance support, messing, housing and supply.

3. The 57th Strategic Reconnaissance Squadron is organized under
TC&E 1-1724T which does not provide sufficient troop spaces to maintain
two independent operations at separate locations. Planning for the split
operation must, therefore, consider a joint utilization of administrative
& overhead capabilities.

4. During the sixty day period of TU 132.4.3.1's absence from
Hickam Air Force Base, the parent squadron will continue its mission
assignment of routine weather reconnaissance flights out of Oahu on a
reduced scale. The 57th remnant at Hickam will be augmented by two (2)
aircraft and crews and approximately twenty (20) maintenance personnel
from the 55th Strategic Reconnaissance Squadron, Medium, Weather,
McClellan Air Force Base California. It will be necessary to retain
57th TC&E equipment at Hickam (except for aircraft, individual, tool kit
and personal equipment), to sustain normal weather reconnaissance and
special activities at that location.

5. A discussion and presentation of problems, proposed methods of
operation, and requirements is contained in a series of Tabs attached
hereto, as follows:



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- [REDACTED]
- a. Tab A-- Administration
 - b. Tab B-- Personnel
 - c. Tab C-- Statistical Reports
 - d. Tab D-- Intelligence and Security
 - e. Tab E-- Communications Requirements
 - f. Tab F-- Proposed Flight Tracks
 - g. Tab G-- Meteorological Services and Typhoon, Radiological and Routine Reconnaissance
 - h. Tab H-- Housing and Food Service Requirements
 - i. Tab I-- Industrial and Office space Requirements
 - j. Tab J-- Support Requirements
 - k. Tab K-- Supply and Equipment List
 - l. Tab L-- Radiological Functions and Equipment
 - m. Tab M-- B/31, B/21, B/147 and C-1 Equipment
 - n. Tab N-- Vehicle Requirements
 - o. Tab O-- Aircraft Fuel and Oil Requirements

6. The statements contained in the attached Tabs are not intended as dogmatic stipulations or mandatory methods of operation. The methods of operations indicated, procedures recommended, and the supplies and facilities requested are based on information which is considerably incomplete at this early date. It is recognized, therefore, that statements within this study may be in variance with plans being drawn up by JTF elements, and that changes to the concepts established herein will be in order. However, the coverage of subjects in this study is sufficiently broad, so that the majority of points of difference may be resolved prior to the initiation of activities by TU 132.4.3 at the forward location.

CONCLUSIONS:

7. In consideration of the period allowed for advance planning of Task Unit 132.4.3 operations, it is anticipated that no major difficulties will be encountered in the execution of the assigned mission.

RECOMMENDED ACTION:

Appropriate action is recommended in the attached Tabs.

Fred C. Simpfson
FRED C. SIMPSON
Lt Colonel, USAF
Commanding

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TAB A
ADMINISTRATION

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ADMINISTRATION

1. In as much as personnel of TU 132.4.3.1 will remain an integral part of the 57th Strat Recon Sq at Hickam, from an administrative standpoint, it is planned that normal reporting and personnel administration channels will be maintained between TU 132.4.3.1 and Headquarters 57th Strategic Reconnaissance Squadron at Hickam. Administrative plans have therefore been pointed towards only a partial assumption of administrative workload at Kwajalein, with the bulk of such work being accomplished within the parent unit.

2. A summary of the salient features of our proposed TU 132.4.3.1 administrative functions is set forth below:

a. Morning Report:

Morning report will not be prepared by TU 132.4.3.1 in as much as personnel will be carried DDY by parent unit.

b. Statistical Reports:

A separate tab (Tab C) is devoted to the details of this subject. Briefly, TU 132.4.3.1 will prepare and forward all required reports as outlined on Tab C. One statistical clerk will be placed at Kwajalein for this purpose.

c. Personnel Records:

All personnel records, except pay records, will be retained at the 57th squadron headquarters per authority contained in paragraphs 6d (4) (a) and 6d (4) (b), AFR 35-68.

d. Special Orders, Letter Orders and Personnel Actions Memorandums:

All of the subject type publications will be handled by the parent unit at Hickam upon request of TU 132.4.3.1. It is assumed that Task Unit 132.4.3.1 orders will be issued to cover local requirements associated with Task Force activities.

e. Flight Orders:

TU 132.4.3.1 operations section will prepare flight orders required by AFR 60-16, in accordance with AFM 30-3. In instances where reconnaissance flights terminate at a station other than Kwajalein, end per diem must be authorized by Special Orders, it is assumed that Task Unit 132.4.3.1 will issue such orders.

f. Officer's Effectiveness Reports:

Subject Reports will be processed through normal AWS channels except in those specific instances where TU 132.4.3.1 directs otherwise.

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g. Message Center Facilities:

Minimum message center facilities will be maintained by TU 132.4.3.1, as office of record for incoming and outgoing correspondence, TMs, etc. Files of AF Regs, Letters, etc., will be provided by 37th SRS and changes and additions will be forwarded by the parent unit. In as much as two sets of such publications are maintained at all times by the 57th and distribution has been established therefore, no distribution requirements will be submitted to Task Group AG.

h. Maintenance of Individual Flight Records:

AF Form 5 pertaining to TU 132.4.3.1 crews will be maintained by TU 132.4.3.1 operations. NME Form 122 (Cert for Aviation Pay) also will be prepared by TU 132.4.3.1 operations.

i. Promotion of Officers and Airmen:

Matters pertaining to promotion of officers and airmen of TU 132.4.3.1 will be handled through the parent unit.

j. Housekeeping Duty Requirements:

Except for the normal housekeeping duties, it is not anticipated that levies will be placed upon TU 132.4.3.1 for manpower details. The manning table (Tab B) has been designed only to perform basic flight operating functions.

k. Unit Funds:

It is requested that the procedures to be followed with respect to unit funds be clarified at an early date.

[REDACTED]

T.A. B
PERSONNEL

[REDACTED]
[REDACTED]

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TAB D

PERSONNEL REQUIREMENTS AND TROOP MOVEMENTS

1. A proposed manning table has been prepared as attachment #1 to this tab. It will be noted that the total personnel required amounts to fifty-six (56) officers and two hundred fifty three (253) airmen. This is in slight variance to the figure of 55 officers and 275 airmen which was estimated as the required strength in Air Weather Service Operations Plan 1-52. Approval of the attached manning table is desired at an early date in order to crystallize selection of personnel for TU 132.4.3.1.

2. In preparing the attached manning table, no provision was made for performance of duties other than operational squadron duties associated with the flying of approximately 1600 WB-29 flying hours in connection with the missions outlined in Air Weather Service Operations Plan 1-52. It has been assumed through-out that full base level support will be rendered the flight in categories noted in Tab J. In instances where this headquarters has assumed that support will be available, and such support will not be provided, an increase to the manning table will be necessary.

3. This organization is currently short two pilots, SSN 1062 and two navigators, SSN 1034. No indication has been received to date that replacement personnel will be provided. It is recommended that replacements be provided at an early date, to insure adequate training prior to Task Unit operations. This organization has no officer losses scheduled prior to the close of project operations.

4. Personnel manning in most airmen categories is at this time satisfactory. Projected losses from March through November amount to approximately fifty-six (56) airmen. In as much as incoming personnel are continuing to arrive each month, only a few difficulties are anticipated with respect to airmen manning. Current shortages exist in Flight Engineer AFSC 43271 (Flight Engineer Technician) and AFSC 29350 (Aircraft Radio Operator). It is anticipated that local training programs will provide for adequate fillers for existing vacancies. Shortage of two radar maintenance personnel exists at this time, with projected losses of one or two more (depending on reenlistment) prior to the project. It is requested that fill-in radar personnel be provided at an early date.

5. A major portion of Task Unit 132.4.3.1 personnel will be moved to Kwajalein via unit WB-29 and C-54 aircraft. Remaining personnel will be moved via water transportation. Shipping schedules will be submitted at a later date, subsequent to determination of shipping schedules and advance echelon requirements at Kwajalein.

1 Atchmt
Proposed Manning
Table

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PROPOSED MANNING TABLE

Task Unit 132.4.3.1 (Provisional)

<u>AIR FORCE SPECIALTY</u>	<u>AFSC OR SSN</u>	<u>TOTAL</u>	<u>OFF</u>	<u>AMN</u>
Officers.....		56		
Airmen.....		253		
Aggregate.....		306		
<u>Command</u>		(1)	1	0
Commanding Officer	1062	1		
<u>Personnel & Administration</u>		(10)	1	9
Adj & Personnel Officer	2110	1		
First Sergeant	99970	1		
Senior Clerk	70250	2		
Apprentice Clerk	70230	2		
Vehicle Operator	60350	1		
Sr Personnel Specialist	73250	2		
Stat Services Specialist	83150	1		
<u>INTELLIGENCE & Security</u>		(2)	0	2
Intelligence Opns Tec	20470	1		
Sr Clerk	70250	1		
<u>Operations</u>		(109)	1	3
Operations Officer	2161	1		
Air Opns Supervisor	27170	1		
Sr Air Opns Specialist	27150	1		
Airborne Wea Equip Oper.	25161	1		
<u>Aircrews</u>			50	50
Pilot, Strat Recon	1062	20		
Navigator	1034	20		
Weather Officer, Recon	8220	10		
Airborne Wea Equip Opr	25161	10		
Flight Mechanic Tec	43260	10		
Flight Engineer Tec	43271	10		
Sr Aircraft Radio Operator	29350	20		
<u>Personel Equipment</u>			0	5
Parachute & Fabric Supr	58170	1		
Parachute Rigger	58150	2		
Orgn Supply Specl	64151	2		

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		TOTAL	OFF	AMN
		(9)	0	9
<u>Supply, Tech Supply & Tool Grib</u>				
Orgn Supply Supervisor	64173	1		
Sr Orgn Supply Spec	64151	5		
Supply Records Spec	64152	1		
Supply Helper	64010	2		
<u>Aircraft Maintenance</u>		(143)	1	142
Aircraft Maintenance Officer	4823	1		
Sr M Series Bombsight Mech	32150	1		
Aircraft Propellor Technician	42371	1		
Sr Aircraft Propellor Mechanic	42350	2		
Sr Aircraft Mechanic	43151	51		
Sr Recip Eng Mech	43152	46		
Sr Aircraft Electrician	43154	6		
Sr Aircraft Instrument Mech	43156	3		
Aircraft Maintenance Supv	43170	5		
Aircraft Maintenance Tech	43171	17		
Metal Processing Specialist	53250	2		
Airframe Repair Supervisor	53470	1		
Airframe Repairman	53450	2		
Fabric & Leather Worker	58151	2		
Sr Clerk	60250	2		
Sr Vehicle Operator	60350	1		
<u>Electronics Maintenance</u>		(30)	2	28
<u>Radar</u>				
Electronics Officer	0141	1		
Radar Maint Supv	30270	1		
Radar Maint Tech	30271	2		
Sr Radar Mech	30250	12		
Sr Clerk	70250	1		
<u>Communications</u>				
Communications Officer	0205	1		
Radio Maint Supv	30170	1		
Senior Radio Mech	30150	8		
<u>Wea & Radiological Equip</u>				
Wea Equipment Maint Tech	25171	3		
<u>Ground Power Equipment Maintenance</u>		(5)	0	5
Automotive Maint Mech	47151	3		
Apprentice Auto Maint Mech	47131	2		



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TAB C

[REDACTED]

[REDACTED]

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TAB C

STATISTICAL REPORTS

1. This Tab outlines briefly the reporting requirements of TU 132.4.3.1 while at Kwajalein.
2. The criteria employed in formulating these policies are:
 - a. Consideration of existing reports presently required of the squadron by directives from higher headquarters.
 - b. Review of reporting requirements used in the past when part of the squadron has been involved in detached duty.
3. This tabulation has been established with a view toward minimizing reporting requirements of the Task Unit element and at the same time provide squadron headquarters with necessary data to maintain current reporting standards.
4. A summary of all reports submitted by the 57th SRS and the application of these reports to TU 132.4.3.1 is attached. Reporting deadlines are not included since reporting directives usually specify deadlines.
5. Special instructions not covered by the above summary:
 - a. Morning Report - RCS: AF-F1, will not be required however unusual changes in personnel status including flying status changes will be reported by TIX. Personnel normally will be carried as DDY by Squadron Headquarters. Flying status changes and other unusual changes reported, will be used by Squadron Headquarters in preparing many reports requiring consolidated information eliminating need of periodic reports from TU 132.4.3.1.
 - b. Reconnaissance Operations and Status Report - RCS: AS-F1. Required by paragraph 4c (2)(3) AWS Opns Plan 1-52, Flights between Hickam AFB and another operating base will be designated Petrel Item, numbered consecutively, and will include aircraft serial number. Weather Reconnaissance Flights from Kwajalein will be designated Petrel Jig, King, etc., to match track designations numbered consecutively for each completed mission on that track. By routing this report to Task Unit 132.4.3 and Task Group 132.4 it is anticipated that further reports of this type for Task Unit and Task Group will not be required.
 - c. Report of Selected Aircraft Operations (Form 110A), will be maintained daily and consolidated monthly by TU 132.4.3.1. There will be no distribution on the daily report.

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- [REDACTED]
- d. MATS Aircraft Activity and Status Report - RCS: MATS-A1. Request requirements for this report be waived for TU 132.4.3.1 as it is beyond the capabilities of the flight.
 - e. Cost Control Report - RCS: 1-AF-C2. It is proposed that Task Unit 132.4.3.1 will be costed to and reported by the squadron headquarters with appropriate remarks to identify total TU 132.4.3.1 costs. Feeder data required only for supplies, including gasoline and oil. This can be completed only at 57th Squadron Headquarters because of TDY costs, charged to the project, through Hickam accounts.
 - f. MATS Maintenance Manhour Report - RCS: MATS-A7. Waiver is requested because of being beyond capabilities of Task Unit 132.4.3.1.
 - g. Historical Report - RCS: 1-AF-D2. Reported as narrative summary of activities during project plus special summaries between and covering any significant operational period.
 - h. AF Organizational Status Change Report - RCS: AF-01 (Per AFS Operations Plan 1-52)
 - 1. When TU 132.4.3.1 is in place.
 - 2. When project is completed.
 - 3. When TU 132.4.3.1 has returned to Hickam
 - i. Report of Unusual Occurrence affecting Combat Readiness - RCS: 4-AF-V2 Special report to Headquarters 57th SRS if supply or other factors are effecting mission capabilities.
6. Request the attachment be reviewed by those headquarters concerned (AHS, TU 132.4.3 and TU 132.4) and this organization be advised of required changes.

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SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
 (Based on current 57th Strat Recon Sq, requirements)

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FORT & RCS

Submitted by	ACFT/MISSION			Basic 57th		Report Included	
	TU 132.4.3.1	TU 132.4	TU 132.4.3	57th SRS	MATS	132.4.3.1	INFO TO 57th
Aircraft Eng Change port MATS A-3	Yes	X	X	X	X	No	No
port of 321 acft or (110a) 1-AF-A1	Yes		X	X	X	No	No
Acft Scr No Inv pt 3-AF-A1	yes	X	X	X	X	No	No
st Control Data 1-AF-32 P #4	No					Yes	Yes
Monthly Inv & Status pt of Veh 1-AF-E1	No					No	No
1 Provost Marshall activities AF-U7	No					Yes	Yes
port of Officers for Rotation 2-AF-P24	No					Yes	No
length Report 132.4.3.1 Lionn ESCAP-28 (R-1)	No					No	No
1 Obs Work Sheets (Exempt)	Yes				X	No	No
IS Maint Manhour Cost Report MATS A-7							

Waiver Requested

SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
 (Based on current 57th Strat Recon Sq, requirements)

PORT & RCS	DISTRIBUTION					Basic 57th Report Includes		
	Submitted by TU 132.4.3.1	TU 132.4	TU 132.4.3	57th SRS	AWS	MATS	1500 ATW	INFO TO 57th SRS
Losses of Pers in Family Qtrs ATW-BB-HL	No						No	No
Personnel on Flying Status AWS-P7	No						Yes	No
Personnel From of Command MATS P-7 (AWS-1)	No						Yes	No
Post Control Report Symbol (322A) 1-AF-C2	No						Yes	No
Personnel Assigned Str by Geo Location AF-P2	No						Yes	No
Report of Officer Pilots AF-P32	No						Yes	No
Minutes of Ground Safety Council Meeting (Exempt)	No						No	No
Personnel Str Flying Personnel ATW-P1	No						No	No
Personnel Data Sheet Disposition AWS-E2	Yes				X		No	No
Report of Air Crews 1-AF-P8								
Air Crew Pers 2-AF-P8	No						Yes	No
Air Crew Pers 3-AF-P8								
Report of Top Secret Cont Clear FHJ-AGD-1	No						No	No
Chart 1 page 4 Tab C								

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SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
 (Based on current 57th Strat Recon Sq, requirements)

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REPORT & RCS	Submitted by TU 132.4.3.1	TU 132.4	DISTRIBUTION				Basic 57th Report Includes		FEEDER INFO TO	
			TU 132.4.3	57th SRS	AWS	MATS	1500 ATW	INFO	57 SRS	TO
Unit Acft Eng Rept 3-AF-A10A	No		X	X	X		X	No	No	
Reqsmts O/S Movements CS-GSF 29 (R-2)	No							No	No	
Aft Accident Prevention Summary (Exempt)	No							No	No	
Cost Control Report Summary (322) 1-AF-C2	No							No	No	
Unit Eng Change Reqm'ts (Exempt)	No			X				Yes	Yes	
Combat Readiness Report 1-AF-V2	No							Yes	Yes	
Cont of Obligations for CS Travel 3-AF-C4	No							No	No	
Monthly Training kept ATW -CT-T3	No							No	No	
Cost Report Roster Changes 1-AF-C2	No							Yes	No	
Forecaster Utilization AWS-F6	No							No	No	

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TAB C

SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
 (Based on current 57th Strat Recon Sq, requirements)

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FORT & RCS	Submitted by TU 132.4.3.1	DISTRIBUTION					Basic 57th Report Includes 132.4.3.1 INFO	FEEDER	
		TU 132.4	TU 132.4.3	57th SRS AHS	MATS 1500 ATW	INFO		INFO	TO 57 SRS
Personnel Housing Rept 2-AF-11 (ATW-5)	No						No	No	
Report of Intell Activities (Exempt)	No	X		X	X		No	No	
Number of Reserve Pers E&D DO - M&P-35	No						Yes	No	
Records Disposal 3-AF-U4	Yes						No	No	
Report of TO&E Shortages AMC-CS-EB7	No						Yes	No	
Annual Penalty Mail Report FO-1007	Yes						No	No	
Organ Status Change Rept AF-01	Yes	X	X	X	X	X	No	No	
Change in AF Roster of Personnel AF-P4	No						Yes	Yes	
Weight Gained or Lost during Fast 24 Hrs 2-AF-A1	Yes			X	X	X	Yes	Yes	
Weight & Eqpt Inventory MATS A-2	No						No	No	

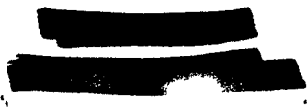
SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
 (Based on current 57th Strat Recon Sq, requirements)

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PORT & RCS

	DISTRIBUTION					Basic 57th				
	Submitted by TU 132.4.3.1	TU 132.4	TU 132.4.3	57th SRS	AVS	MaTS	1500 ATW	INTD	Report Includes 132.4.3.1	USEFUL INFO TO 57th SRS
Assessment & Audit List AF-P-7	No								Yes	No
Monthly Inv & Status Report of Vehicles 1-AF-E1	No								No	No
Sample Survey Mail Piers AF-P3	Yes			X					Yes	No
Sample Survey Mail Piers by check AF-P3	Yes			X					Yes	No
Nothing shown down specification (Exempt)	No								No	No
Oper Utilization of Resources (Exempt)	No								Yes	No
TS 4th Year Program only (Exempt)	No								Yes	No
Monthly Penalty Mail Report O-1006	Yes								No	No
Quarterly Roster of Key Personnel AF-P-2 (AWS-1)	No								Yes	Yes
Historical Report 1-AF-P2	Yes	X	X	X	X				No	No

Sheet 1 page 5
 TAB C



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SUMMARY OF TASK UNIT 132.4.3.1 REPORTING REQUIREMENTS
(Based on current 57th Strat Recon Sq, requirements)

REPORT & RCS	Submitted by TU 132.4.3.1	DISTRIBUTION						Basic 57th Report Includes	
		TU 132.4	TU 132.4.3	57th SRS	AWS	NATS	1500 ATW	132.4.3.1 INFO	INFO TO 57 SRS
AF Property Installed in Aircraft 2-AF-a2	No							Yes	Yes
Preliminary Report of acft accident 1-AF-F3	Yes	X	X	X	X	X	X	No	No
Mishap & Mech Hazard Report NATS-F4	Yes	X	X	X	X	X	X	Yes	Yes
Ground accident Report 1-AF-U9	Yes		X	X				Yes	Yes
Supervisors Rept of Minor Injury 1-AF-U9		Depending On Local Requirements						No	No
Staff Modified aircraft 1-AF-a2	No							No	No
Movement of Gov't Official on Mil acft DD-aSD-1	No							Yes	Yes
Rept of Unusual Occ 4-AF-V2 affecting Cnstr head	No	X		X				Yes	Yes
acft Eng Removal or Loss Rept 1-AF-a10	Yes							No	No
Daily acft Status Rept Special Missions (exempt)	Yes					X		No	No

attach 1 page 7
TAB C

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TABLE 2

INTELLIGENCE AND SECURITY

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INTELLIGENCE AND SECURITY

1. Status of security clearances within this organization is noted below. The following figures cover the assigned strength as of 18 February 1952.

Officers:

	NUMBER
Background Investigation Completed	48
National Agency Check Completed	27
TOTAL	75*

Airmen:

Background Investigation Completed	10
National Agency Check Completed	281
National Agency Check Submitted but not Completed	85
National Agency Checking pending submission	50
TOTAL	426**

* Included in the above are 2 officers who have currently valid "Q" Clearances, 12 Officers who were previously granted "Q" clearances which are now inactive, and 2 officers having "Q" clearances pending.

** Included in the above is 11: one airman having valid "Q" clearance.

2. CINCPAC Serial C60 has been requisitioned through normal channels inasmuch as it is understood that personnel will be cleared into the Eniwetok - Kwajalein area in accordance with that directive.

3. Unless otherwise advised, the following TO&E aircraft camera equipment will be carried on all weather reconnaissance flights for intelligence and meteorological purposes:

- a. K-20 aerial camera
- b. Bolex 35mm camera
- c. O-15 radar recording cameras.

d. Each mission will perform normal intelligence functions, and will report sightings, unusual occurrences, etc., in accordance with JANAP.

5. It is desired that photograph development and printing services be made available to TU 132.4.3.1 on a priority basis for intelligence sighting photographs, and on a routine basis for meteorological photographs.

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COMMUNICATIONS REQUIREMENTS

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COMMUNICATIONS REQUIREMENTS

1. Communications requirements for TU 132.4.3.1 are governed by the following factors:

- a. All reconnaissance weather reports must be monitored on the ground by an Aerial Weather Forecaster prior to being disseminated to using agencies. This requirements is established by Air Weather Service Technical Directive.
- b. Weather reconnaissance aircraft require clear channel air-ground frequencies in order to adequately affect proper dispatch of weather reports from the aircraft without undue delays.
- c. Based on GREENHOUSE (Unclassified) experience, it is considered advisable that direct voice or teletype communication exist between the agency controlling the selection of weather tracks to be flown, (viz., weather central), and the TU 132.4.3.1 operations section. During previous operations wherein tracks were selected only a short time prior to take-off time, the use of normal administrative circuits complicated planning to the extent that crews were many times not aware of the required operation until shortly before take-off.

2. Based on the above considerations, it is requested that the following facilities be provided TU 132.4.3.1 at Kwajalein:

- a. Three (3) clear channel air-ground frequencies one full-time air-ground position in the Kwajalein AACS facility, to be manned by AACS personnel during periods of weather reconnaissance and Special Operations.
- b. Local teletype circuit between AACS and TU 132.4.3.1 operation for relaying of reconnaissance reports from AACS ground station to the TU 132.4.3.1 weather monitor and for relaying of correctives back to AACS for rebroadcast over existing weather communications nets. Tape-perforator teletype machine if desired.
- c. Radio-teletype circuit (or drop on existing circuit) between TU 132.4.3.1 operations and the Eniwatok weather central for relaying of correctives weather reports to the weather central and for use in coordinating flight tracks to be flown by TU 132.4.3.1. Tape-perforator teletype machine is desired.

3. During Operation GREENHOUSE (Unclassified) this organization had assigned three (3) enlisted weather forecasters trained in the techniques of aerial weather reconnaissance. These three men were placed on detached duty at Eniwatok and performed monitoring functions at that location in conjunction with 27th aircraft, using Eniwatok AACS as primary air-ground contact.

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These personnel are no longer assigned to 57th and monitoring is carried on by Aerial Weather forecaster (officers) as duty in addition to flying. With adequate teletype facilities as requested above no appreciable delay will result insofar as receipt of reports by the Eniwatok weather central is concerned. The existence of a circuit between TU 132.4.3.1 and the weather central will also provide the necessary means of coordination with respect to flight tracks desired by the weather central. However it is suggested that consideration be given to the requirement for communications with TU 132.4.3.1 at such time as the weather central will be located aboard a naval vessel.

4. Telephones will be required for various offices, however submission of requirements for some will be held in abeyance pending determination of physical location of such offices.

5. VHF equipment in 57th Squadron PB-29 aircraft is set up for the following frequencies:

<u>CHANNEL</u>	<u>FREQ</u>	<u>REMARKS</u>
A	Receive-135.00 MC Xmt 135.9 MC	
B	126.18 MC	
C	137.88 MC	
D	121.50 MC	
E	126.70	Honolulu Overseas Radio
F	133.20	VHF/DF Training Freq
G	136.80	GCA
H	134.10	GCA

6. In the event that frequencies other than those listed above, are to be used at Kwajalein, request that twelve (12) sets of crystals for each new frequency, be shipped directly to this organization at Hickam, prior to 1 August 1952.

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TAB F

PROPOSED FLIGHT TRACKS



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PROPOSED FLIGHT TRACKS.

1. Attached is a map of the proposed flight tracks for TU 132.4.3.1, operating out of Kwajalein.

2. In accordance with instructions contained in Air Weather Service Operations Plan 1-52, tracks have been designated as "PETREL" and are identified phonetically beginning with "JIG".

3. Factors which were not known to us at the time of drawing up the tracks are as follows:

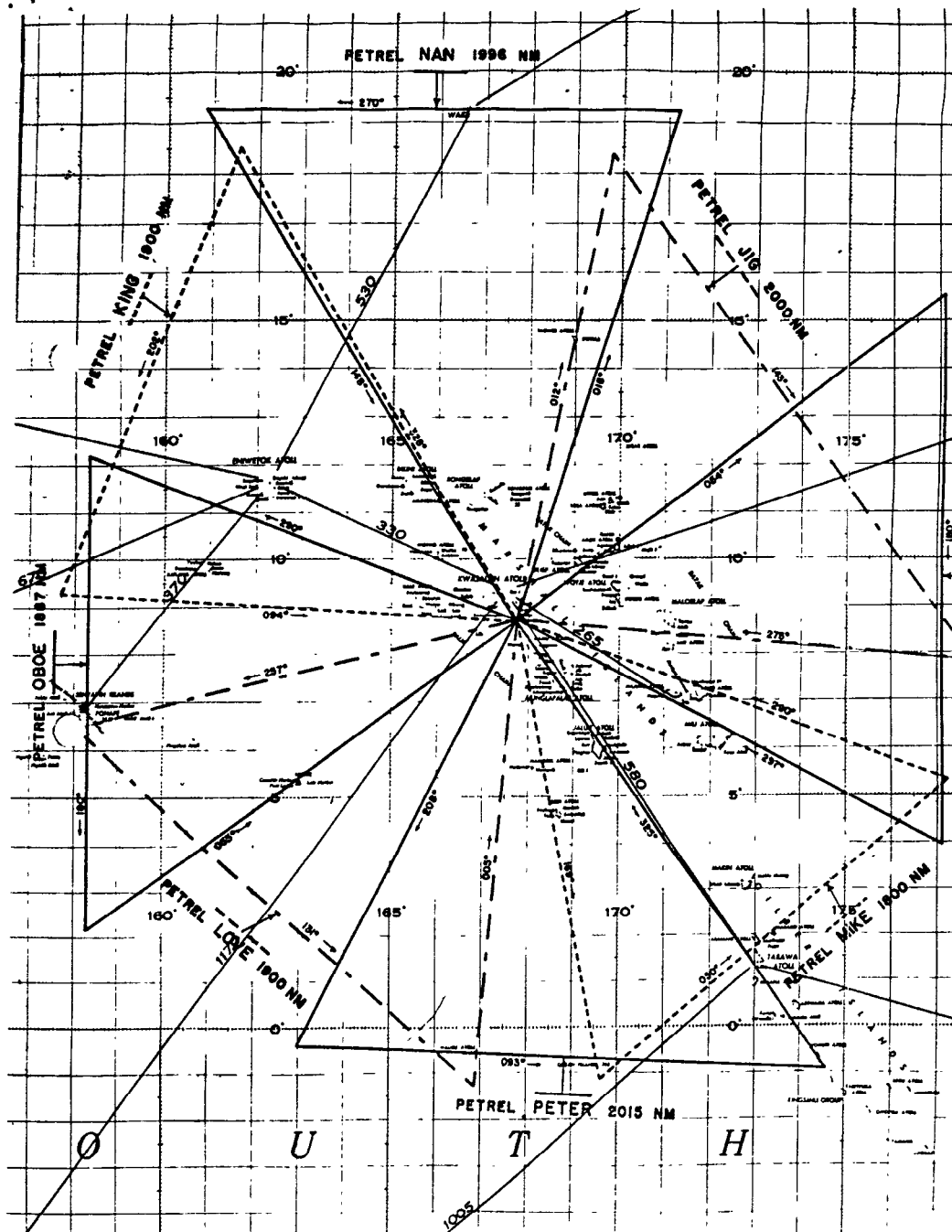
- a. Desired altitude of high level legs at each track (i.e., 700 or 500 millibars)
- b. Whether two low level legs are desired or just one low level and one high level leg.
- c. Whether or not the direction of flight (a.e., clockwise or counter clockwise) was a material planning factor.

4. The tracks as presented in the attachment are established so that any of the procedures noted in paragraph 3 above could be injected without requiring a major change in the track itself. Tracks may be flown either direction without appreciable effect on the balance of low level against high level (1500') path, and climb to high level either at the end of the first leg of the triangular track or at mid-point of the track. It was assumed further that only one low level leg is required, plus two dropsonde releases and one aircraft ascent sounding during the course of each flight. The "no-wind" estimated flight time for the track shown is estimated to be between 10 1/2 and 11 hours. Wind factors and changes to our concepts of the requirements are expected to increase the actual flight to approximately 12 hours. Length of tracks is consistent with tracks prescribed for previous Kwajalein operations.

5. All tracks have been designed to take advantage of land masses for radar, radio or visual aids to navigation, inasmuch as it is understood that radar coverage, particularly to the south of Kwajalein, will not be as complete as it was during the GREENHOUSE (Unclassified) project.

6. If the tracks as presented are satisfactory to the using agency, it is requested that direction of flight, altitude of high level legs, and points at which soundings and drops are desired be indicated to this organization in order that the tracks may be drawn up and reproduced in final form.

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TAB G

METEOROLOGICAL SERVICES AND TYPHOON, RADIOLOGICAL AND ROUTINE RECONNAISSANCE

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METEOROLOGICAL SERVICES AND TYPHOON, RADIOLOGICAL AND ROUTINE RECONNAISSANCE

1. Responsibility for aerial reconnaissance of typhoons or tropical disturbances in the area of Kwajalein and Eniwetok is normally assigned to the 54th Strategic Reconnaissance Squadron, M, Weather stationed at Guam. However, during the period that TU 132.4.3.1 is at Kwajalein, it is recommended that the 57th's area of typhoon responsibility be extended to take over that portion of the 54th's area which lies east of the 155th meridian.

2. Preliminary discussions with respect to this matter have been held with representatives of the 2143rd Air Weather Wing, Tokyo, Japan. The shift in areas of responsibility is recommended by the headquarters. Further recommendations were made to the effect that a formal written agreement be effected between the 2143rd Air Weather Wing, and Joint Task Force 132. established therein both the typhoon forecasting responsibilities of the Eniwetok Weather Central, and typhoon reconnaissance responsibilities of TU 132.4.3.1. It is recommended that such an agreement be prepared in the near future.

3. Separate correspondence on this subject was forwarded to the Chief, Air Weather Service during the latter part of February.

4. Petrel mission aircraft will require normal weather services from Kwajalein Weather Station i.e. weather cross section and prognostic charts for high level altitudes, to be available approximately two (2) hours prior to take-off time.

5. The GREENHOUSE (Unclassified) sampling mission aircraft operated out of Kwajalein, were directed by AFOAT-1 personnel at Kwajalein because of limited weather station facilities at Kwajalein and the fact that weather detachment personnel were not cleared for access to project information, the weather forecasts for tracking, sampling and penetration missions, and all Radex charts, were prepared by forecasters of this organization with the assistance of Dr. Clarence Palmer's Weather Research Section. Weather communications were such that complete observation information was not available as required. For Operation IVY (Secret), the following procedure is recommended:

- a. For H / 12 & H / 24 filtering and sampling missions. Recommend that take-off times and variation to previously established altitudes and coordinates be directed from one JTF command post, utilizing forecasting facilities of the JTF Weather Central.
- b. For Special Radiological missions in which it is impractical to direct flights from the JTF 132 command post, it is desired that TU 132.4.3.1 be provided with specific forecasts (Primarily concentrated on upper wind patterns) from the JTF Weather Central, covering the proposed periods and altitudes of operation.

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