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AIR FIELD STATUS REPORT IN THE EPG

405711

SECTION I - AIRFIELDS

R

1. Fred Airfield.

   (a) Location - 11° 20' 27" north latitude
   162° 19' 29" east longitude
   Elevation - 12 feet above sea level at the southwest end.

   (b) The runway is ~~6,850~~ feet in length, in a bearing of 60 degrees, and is 150 feet wide. Construction consists of asphalt concrete over compacted crushed coral, with gross weight capacities as follows:

   B340

Single Wheel	Dual Wheel	Twin Tandem Wheel
75,000 lbs	75,000 lbs	160,000 lbs

   (c) The runway is marked for distance and bearing in accordance with Air Force directives, with the numeral "6" at the southwest end, and numerals "24" on the northeast end. A cloth type wind sock is located over the Operations Building south of the runway.

   (d) Runway lighting markers are of the C-1 High Intensity Type, and are located approximately 200 feet apart, except at the entrance-ways to parking ramps. Lateral distance between marker lights is 170 feet. The ends of the runway are marked with red Type C-1 lights. Green threshold lights are of the semi-flush type, and are located 300 feet in from both ends of the runway.

   (e) Two copies of the runway cross-section are attached.

2. Elmer Airfield.

   (a) Location - 11° 24' 04" north latitude
   162° 22' 29" east longitude
   Elevation - 14 feet above lowest low tide level.

   (b) The runway is 1,200 feet in length, in a bearing of 69 degrees, and is 75 feet wide. Construction consists of compacted crushed coral covered with asphalt concrete. Gross weight capacities at the time of construction were as follows:

Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

   (c) The runway is marked "6" at the southwest end, and "24" at the northeast end. Painted yellow stripes mark the ends of the runway. A cloth type wind sock is located at the Dispatch Building at the northwest corner of the field.

(d) Runway marker lights are of the medium intensity type on cone shaped bases. Two pairs of red and green lights are located 65 feet in from both ends of the runway, marking both threshold and night over-run area.

3. Janet Airfield.

(a) Location - 11° 40' 05" north latitude.
162° 14' 23" east longitude.
Elevation - 9 feet above lowest low tide level.

(b) The runway is 4,100 feet long, in a bearing of 79 degrees, and is 90 feet wide. Construction consists of compacted pit run coral and compacted select crushed coral, with the latter placed in the center part of the runway for a distance of 1,250 feet. Gross weight capacities at the time of compaction were as follows:

Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

(c) The runway is marked "7" on the southwest end, and "25" at the northeast end. There is no runway lighting system. A cloth type wind sock is located south of the aircraft parking area which is at the south central portion of the strip.

4. Tilda Airfield.

(a) Location - 11° 37' 05" north latitude.
162° 19' 43" east longitude.
Elevation - 9 feet above lowest low tide level.

(b) The runway is 1,400 feet long, in a bearing of 78 degrees, and is 50 feet wide. There are 25 foot shoulders on both sides of the runway. Runway construction consists of asphalt concrete placed over compacted crushed coral. Gross weight capacities at the time of construction were as follows:

Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

(c) The runway is marked "7" at the southwest end, and "25" at the northeast end. There is no lighting system, nor wind sock.

5. Yvonne Airfield.

(a) Location - 11° 32' 35" north latitude.
162° 21' 49" east longitude.
Elevation - 10 feet above lowest low tide level at normal approach end.

(b) The runway is 1,240 feet long, in a bearing of 60 degrees, and is 50 feet wide. Construction consists of compacted select crushed coral, with gross weight capacities at the time of compaction as follows:

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Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

(c) The runway is marked "6" at the southwest end, and "24" at the northeast end. There is no lighting system, nor wind sock.

6. Nan Airfield.

(a) Location - 11° 30' 38" north latitude.
165° 33' 42" east longitude.
Elevation - 14 feet above lowest low tide level.

(b) The runway is 4,500 feet long, in a bearing of 45 degrees, and is 150 feet wide, with 25 foot shoulders. Construction consists of compacted select crushed coral, with gross weight capacities at the time of compaction as follows:

Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

(c) The runway is marked "4" at the southwest end, and "22" at the northeast end. A cloth type wind sock is located on the ocean side of the runway at the northeast end.

(d) Runway marker lights are of the portable type.

(e) One permanent hazard exists. A 300 foot tower is located approximately 300 feet south of the approach to the southwest end of the runway.

7. Peter-Oboe Airfield.

(a) Location - 11° 30' 05" north latitude.
165° 24' 18" east longitude.
Elevation - varies from 9 to 10 feet above lowest low tide level.

(b) The runway is 4,500 feet long, in a bearing of 60 degrees, and is 150 feet wide. Construction consists of compacted select crushed coral, with gross weight capacities at the time of compaction as follows:

Single Wheel	Dual Wheel	Twin Tandem Wheel
30,000 lbs	45,000 lbs	100,000 lbs

(c) The runway is marked "6" at the southwest end, and "24" at the northeast end. A cloth type wind sock is located on the lagoon side of the strip approximately 1,500 feet from the southwest end of the runway.

(d) Runway marker lights are of the portable type.

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ENIWETOK ATOLL

SITE	RUNWAY LENGTH	RUNWAY WIDTH	BEARING	TYPE OF CONSTRUCTION
FRED	23+40 Δ	150'	N 61-57-22 E	ASPHALT CONC OVER COMPACTED CRUSHED CORAL 3 @ 3" = 9" 50 TO CBR 1 @ 9" = 9" 80 TO CBR
EDNER	18+00	75'	N 69-00-00 E	ASPHALT CONC OVER COMPACTED CRUSHED CORAL
YVONNE	92+24	50'	N 71-05-00 E	COMPACTED SELECT CRUSHED CORAL Δ
TILDA	74+00	50'	N 78-00-00 E	ASPHALT CONC OVER COMPACTED CRUSHED CORAL
JANET	41+00	90'	N 79-04-49 E	12+00 TO 27+50 - COMPACTED SELECT CRUSHED CORAL 0+00 TO 12+00 & 27+50 TO 41+00 - COMPACTED PIT RUN CORAL

02-003-C1

BIKINI ATOLL

SITE	RUNWAY LENGTH	RUNWAY WIDTH	BEARING	TYPE OF CONSTRUCTION
NAN	45+00	150'	N 44-59-53 E	COMPACTED SELECT CRUSHED CORAL.
PETER-OBOE	45+00	150'	N 62-26-40 E	COMPACTED SELECT CRUSHED CORAL
Δ				

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REV.	DATE	DESCRIPTION	CHK'D	APP.
Δ	9-14-57	CORRECTED TYPE OF SURFACE YVONNE SITE	MPC	
Δ	9-16-57	REVISED FRED RUNWAY LENGTH, DELETED HOWI	ES	

DRAWN BY ES — H & N APPROVAL — DATE 9-17-57

CHECKED BY M.P.C. — A.E.C. APPROVAL

AIRFIELD RUNWAY DATA
ENIWETOK PROVING GROUNDS

HOLMES & NARVER, INC.
ENGINEERS – CONSTRUCTORS

JOB NO. 942
W. O. NO.
DRAWING # ES 6345

2/8 to 2/20 - [redacted] 4/2/60 1330

Think - 5195 [redacted] ate (2 per day)

SITE No.	STA ISLAND	ATOLL	INSTALLATION TYPE & USE PERIOD	TRUST TERRITORY OR LEASE	X LEGAL DESCRIPTION
51	KAPINGAMARANGI FUMATAHACHI Is.	KAPINGAMARANGI ATOLL EASTERN CAROLINE ISLANDS (South)	WEATHER STA.		JF 1107
Z	KUSAIE (LELE Is.)	ISLAND EASTERN CAROLINE ISLANDS	WEATHER STA Watchtower		X SITE A - LEASED AREAS 1, 2 & 3 SITE B - LEASED AREA JF 1108 (YOUNGSTRUM)
24	NAURU	NAURU ATOLL GILBERT ISLANDS	WEATHER STA. PEPPI CAMP		*FS 6466 - Weather Sta Site J/S 44-002-C3 JF 3727 003-C1 AIRSTRIP 080-E2 ELECT
26	PONAPE	ISLAND EASTERN CAROLINE ISLANDS	WEATHER STA.		X JF 365B
LT	RONGELAP Is.	RONGELAP ATOLL MARSHALL ISLANDS	RadSafe MICROBAROGRAPH STA HARDTACK STA 3240.04		X TT NATIVES JF 3215 RadSafe JF 3655
4	RONGERIK (EUIWETAK Is)	RONGERIK MARSHALL ISLANDS	MICROBAROGRAPH STA		JF 3656
3	TARAWA BETIO Is.	TARAWA. GILBERT ISLANDS	WEATHER STA		BOUNDARY SURVEY FS-6312 J/S 53-002-C1 JF 1106
5	TRUK (MOEN Is)	TRUK Is. CAROLINE ISLANDS	WEATHER STA		FS 6310 Survey & Topo K/S 05-002-C2 Layout JF 3657
9	UJELANG Is.	UJELANG ATOLL MARSHALL ISLANDS	RADSAFE MICROBAROGRAPH STA HARDTACK STA 3440.07		X JF 3660
B	UTIRIK Is.	UTIRIK ATOLL MARSHALL ISLANDS	WEATHER STA MICROBAROGRAPH STA 3440.01		FS 6387 As Built Survey JF 3661 OBS TOWER 4819 Homing B: 4283 New Weather Sta 3714
D	WOTHO	WOTHO ATOLL MARSHALL ISLANDS	RADSAFE STA MICROBAROGRAPH STA 3440.02 REDWING FABRICATION	STA'S X X X	JF 3659
2	KWAJALEIN		MICROBAROGRAPH STA HARDTACK 3440.03		ROLLUP JF 3274 6 sta. JF 5166 Pg. 5

TOAUCI

JF 1109

8. It was proposed that construction start as soon as possible in order not to interfere with test prog. const. and the Tarawa/Makin/Ocean site to be constructed last to avoid possible conjecture concerning build-up program timing or deadlines for PPG tests.

9. All above plans are general only, and will be changed if and as necessary, based on findings at sites and conferences.

10. LSD support to be requested only if absolutely necessary to accomplish mission. All possible plans to be based on LST support and possibility of using native sub-contract labor where and as necessary, if considered economical.

11. Meeting adjourned at 1730 hours.

KWAJALEIN - 4 JUNE 1955

Weather: Clear

Take-off at 0830 hours in PBM #122612 - Tentative ETA Tarawa 1300 hours.

Party composed of the following:

Cdr. Rex
Col. Richardson
Mr. Wynkoop
Capt. McDaniel
Lt. Bachert
Mr. Dunlap
Mr. Beardall
Mr. Bernier

1220 hours - Circled Makin, including Bikati, and atoll appears essentially as shown on navigational charts with no apparent LST landing areas without blasting partial channel through outer reef structure and coral heads. We hope to get more definite information at Tarawa.

Arrived and circled Tarawa at 1330 hours. Water landing at 1400 hours. Went ashore on Biriki Island.

Mr. Wynkoop, Cdr. Rex and Col. Richardson held meeting with Commissioner, Mr. Bernacchi and it was decided to site the weather station on Betio Island at east end.

BIRIKI ISLAND - 5 JUNE 1955

Weather: Clear

Left in launch for Betio Island at 1000 hours.

Arrived Betio Island at 1100 hours. Made survey of approved site on Betio Island - completed survey at 1600 hours. Arrived Biriki Island at 1700 hours. Take-off from Biriki 1800 hours.

BIRIKI ISLAND (Cont'd)

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SURVEY OF BETIO SITE

On the way to Betio island by boat, a recon. of the reef was attempted to determine tentative landing sites; however, final decision will follow detail soundings.

1. Area required and assigned pending concurrence of English and U. S. state departments, is a rectangle (See drawing) approximately 520' x 320' with the 320' distance parallel to the length of the island and bounded on the north by the lagoon and on the south by the main island road. Area includes a double concrete half-subsurface bunker, 30' x 51', suitable for storage. Each bunker is 13' x 48' and in good repair and with 3 sq. roof openings for ventillation and with a concrete floor. (Size and location on drawing). There are coconut trees approximately 16' high, laid out in rows on approximately 26' x 40' ctrs. and it will be possible to site buildings to allow the majority of these trees to remain.

2. Soil is very sandy with very little humus and the sand and loose coral overburden varies from 4" to 2'. It will not be necessary to build roads other than a short access road (approx. 200') to the camp site from the main island road. There is sufficient coral aggregate within 400 feet of the camp site for stabilization and surfacing of access road and camp areas. This material is in a pile at the roadside and was originally intended for coral runway surface material by the Japanese. (Approximately 300 cy).

3. Blasting will probably be required for setting of Navy cubes for septic tanks; however, coral is generally loose and of a porous formation that is well suited to septic tank operation. This system is used exclusively in the housing areas on this island. Blasting may also be necessary to clear a path for an LST; however, not over 50-100 ct total blasting should be required for entire job.

4. Sufficient aggregate can be gathered from the beaches; however, the majority will be from 3/4" to 20 mesh.

5. Beaching Facilities

(A) The most desirable beaching would be on the lagoon reef with an LST; however, soundings taken the afternoon of 5 June, showed insufficient depth for an LST at this reef. The only other chance at this point would be by LCU from LSD.

The other beaching possibility by LST is for a landing on the tip of the east mole, which extends approximately 500 ft. from shore on the lagoon side, but at the opposite end of the island from the construction site. Some clearing of junked invasion equipment would be necessary, but there is sufficient depth of water at this point. It was suggested that an LST enter the existing channel; however, it was agreed by Lt. Bachart and W. Beardall that this was not feasible due to insufficient depth of water and restricted turn-around area. A program of deepening this channel is planned for the future, but no date for this can be set, and it would not be safe to plan on this work being done prior to the need for the weather station.

ion cancelled (or changed to ~~OFFICIAL USE ONLY~~ ~~CONFIDENTIAL~~)
ty of L. P. Bernard Lt. USN
(Official authorizing change in classification)
David Sullivan 6-13-55
(Person making the change) (Date)

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SURVEY OF BETIO SITE (Cont'd)

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It should be noted that the off-loading of equipment and materials at this (West) end of the island will involve the use of the existing island road system. These roads are not built for heavy traffic and undoubtedly the roads used would have to be rebuilt at the close of the construction period. This rebuilding should be estimated to include regrading, stabilising where necessary and resurfacing. This would involve approximately 3 miles of road.

6. The construction area is well graded and essentially level, with no pits or holes. Clearing between trees, including brush removal, could easily be done with a D-7 and blade. The construction site is approximately 3' above high tide, with no appreciable difference in elevation over the area.

7., 8., 9., and 10 (See drawing).

GENERAL:

There is a local housing construction program on, and no construction equipment is available, either in shops or mobile. Local residents are very helpful, but any aid other than on an emergency basis would seriously hamper their own program and should not be counted on. This site would indicate concrete floor slabs and the maximum of prefab and precut construction. A compressor will be needed in addition to normal equipment, and temporary power should be provided for construction as local power is partial 60 and partial 50 cycle and is now overloaded. Housing and messing facilities are not available for construction, and recreation facilities are crowded.

Arrived Kwajalein 2145 hours 5 June.

Classification cancelled (or changed to OFFICIAL USE ONLY)
by authority of L. R. Brown by DWS
(Official authorizing change in classification)
by David Sullivan
(Name of person making the change)
6-13-55
(Date)

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TAONIGI - 6 JUNE 1955

~~OFFICIAL USE ONLY~~

OFFICIAL USE ONLY

Classification cancelled (or changed to _____)
by authority of I.P. Bracken by AUS
(Official authorizing change in classification)
by Jared Sullivan 6-13-55
(Name of person making the change) (Date)

Weather: Overcast, raining.

Take-off at 0845 hours - PBN #122612

(Clear weather by 0930 hours)

(Arrived Eniwetok 2005 hours)

Party: - Cdr. Rex
Lt. Col. Richardson
Lt. Bachert
Capt. McDaniel
Mr. Wynkoop
Mr. Dieffenbach (AACS)
Mr. Dunlap
Mr. Beardall
Mr. Bernier

ETA Taonigi - 1130 hours.

Plan, in general, is to take pictures of the overall area from high altitude, drop down and take detail pictures of entrance, proceed to islands, taking 5 shots from each side of atoll (with plates pre-numbered to correspond to numbers on chart). Following special photos, we will land and put out boat for detail recon. After taking off, additional pictures of "site" island will be taken.

Sighted Taongi at 1140 hours. Landed at 1230 hours. Take-off at 1620 hours.

Circled Taongi Atoll several times, taking pictures as per general plan. It was concurred in that Taongi Island was the best adapted to beach landing, and party with the exception of Mr. Dieffenbach was transferred to the island. The island has a steep sandy beach on the lagoon side. Beach averages 3:1 slope and approx. 30' wide. Bank is 7' - 10' high and island width as shown on chart, and slopes toward ocean side at approximately 5% slope. Ocean side is sandy with exposed, rough reefs at water line. This is a sand island, but with enough coral aggregate available for any concrete work. Sand appears to be approximately 50 mesh to 20 mesh. Shrubbery is low, with no palm or other high trees, and could easily be cleared with a D-7 and blade or grader.

1. Camp site to be approximately 120' wide with edge approximately 40' inland from high bank on lagoon side. Length unlimited for site. (See sketches).

2. Soil is sand with low shrubs to be cleared. Coral rocks are on top of and in sand; however, sand appears to be 3'-6' deep.

3. No blasting is necessary for construction; however, several small coral heads should be removed in approach to beaching area. This would involve only 10 to 20 sticks of dynamite.

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TAONIGI(Cont'd)

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4. Aggregate, coarse and fine, is plentiful.

5. Beach is well suited to landing LCU or LCM; however, fine sand will necessitate track equipment for hauling mobile equipment ashore and for pulling after being landed.

6. Contour of construction area is flat, but slopes from high bank on lagoon side at approximately 5%.

7. Distance from water line to camp site is approximately 100'.

8. Site is well suited to septic tanks and dispersal fields, due to deep sand.

9. Construction site approximately 120' from landing site.

10. Construction to be sited from chart as to brng. and wind. No monuments or permanent outstanding surface features for ties.

NOTE: The difficulty at this station will be entry of craft through lagoon passage. A great deal of turbulance was seen at low tide and markedly less at high tide, as tide covers reef on either side of passage. Several pictures were taken of this passage at high and at low tides. By flying low over the passage, it appeared not over 50' wide and sides and bottom are jagged. It will be necessary to blast projections from the lagoon end of this passage to allow entrance by an LCU.

It would not be economical to blast a passage through this reef to allow an LST to enter; however, an LCU or an LCM with an LST anchored outside of the lagoon could accomplish the job, provided that construction was planned for equipment which could be carried on an LCM. Due to transportation difficulties, if an LCM is used, the minimum facility should be constructed on this site. For purposes of support, it will be necessary to build a simple mole on the lagoon side, possibly a Navy cube with dozed fill behind in order that a small craft can be docked. (16' - 18' craft).

If it is decided to blast and remove the several projections which would permit entry by LCU, the standard facility could be constructed. This passage is easily reached and blasting would be a relatively simple operation at low tide, except for the turbulance. Two cases of dynamite should be sufficient for this blasting. As an LCU is a relatively shallow draft vessel, it could negotiate this passage at high tide as there is a 5' tide in this area.

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ENIWETOK TO PONAPE

7 JUNE 1955

Weather: Clear

Take-off at 1045 hours.

Landed at Ponape 1335 hours.

Cdr. Rex, Lt. Col. Richardson, Capt. McDaniel and Mr. Wynkoop, met with Acting DISTAD, Mr. Frank Moulton, re: the assignment of area suitable for weather station site.

At 1930 hours a meeting was held, attended by Cdr. Rex, Lt. Col. Richardson, Capt. McDaniel, Lt Bachert, Mr. Dunlap, Mr. Dieffenbach, Mr. Beardall, the Acting Resident Commissioner and the plane pilot.

We were advised that at the earlier meeting it had been decided to site the weather station on Fumatahachi Island.

The general plan for 8 June 1955, is as follows:

1. Early flight to Kapingamarangi and circle atoll once and circle Greenwich Passage twice (or as necessary) for photographs.

2. Land as near Fumatahachi Island as possible and Mr. Dunlap and Lt. Bachert, Mr. Dieffenbach, Capt. McDaniel, Mr. Beardall and Mr. Bernier will go ashore by raft. Cdr. Rex, Lt. Col. Richardson, Mr. Moulton and Mr. Wynkoop are to taxi to Touhou Island for confirmation of siting with the King of this group of islands.

3. Mr. Dunlap to be in charge of party for siting and Mr. Beardall and Lt. Bachart will proceed to Greenwich Passage for marine recon. and recommendations for passage through channel. Mr. Dunlap and rest of party to select and locate suitable weather site on Fumatahachi Island.

4. Entire party to take-off as soon as possible to return to Ponape in daylight, to save time of returning to Eniwetok for lighted night landing.

5. Plan is for party to return to Ponape for night of 8 June, pick up Jack Youngstrom, and travel to Kusaie 9 June, surveying site, leaving Commissioner at Kusaie and returning to Eniwetok 9 June, p.m. General meeting 10 June.

PONAPE TO KAPINGAMARANGI

8 JUNE 1955

Weather: Clear

Take-off at 0845 hours for Fumatahachi Island (Weather station site) and Touhou Island ETA 1000 hours.

Arrived at Kapingamarangi Atoll, plane landing at Fumatahachi Island at 0950 hours.

PONAPE TO KAPINGAMARANGI (Continued)

Take-off from Kapingamarangi at 1345 hours.

See sketches for existing plan of island and for proposed weather station layout.

DATA ON FUMATAHACHI

1. Area required for site as shown on sketch. Palm trees will have to be removed at building site. East end of island will be site for radio antennas, as antenna field toward northeast must be clear. No palm trees at the extreme east end. Site concurred in by Mr. Dieffenbach.

2. Soil is rocky loose coral with palm tree humus. Good for building site - little or no sand on main body of island.

3. Blasting would be required for Navy cubes for septic tanks; however, dozer might be able to excavate. Two coral heads near landing area, but are not obstruction to landing LCU.

4. Adequate sand and coarse coral aggregate on beaches for all concrete work.

5. Beaching facilities adequate for LCU and possibly for LST. See sketch for landing location, slightly west of center of island and on North (lagoon) side. Sandy narrow (20') beach rising approximately 2:1 slope from water. Beach o.k. for tracks and/or rubber tired vehicles.

6. Island is generally flat with mixed coral and humus surface. Body of island is 4' above high tide line. Trees will have to be removed from building site and shrubs from east end for antenna poles.

7. Approximately 30' from high tide line to building site.

8. No sandy areas found for disposal field - suggest ocean outfall.

9. See 7.

10. See sketches.

Inlet to lagoon. Safe passage for LCU and blasting required at entrance to lagoon if LST is used in lagoon. Recommend LSD support and LCU for construction.

Arrived at Ponape at 1700 hours.

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POHAPE TO KUSAIE (LELE ISLAND)

[redacted] 1955

Weather: Early rain - overcast

Take-off from Ponape at 0945 hours.

Landed at Kusaie 1240 hours. Take-off at 1615 hours.

Arrived at Eniwetok 1910 Hours.

Heavy rain all during site recon.

Weather station site tentatively selected, while at Ponape and during discussion with Jack Youngstrom, (on whose land existing weather station is located), was extension of area of present weather station. Survey of this site revealed that available area is badly obstructed (see sketch) with existing buildings which cannot be moved. Existing weather operations building is at separate site, and while building is in poor condition, site is good from a meteorological standpoint, but lease on this site is doubtful.

It was recommended that an attempt be made to secure lease to Bezin Point, which has sufficient area, is well suited meteorologically and is adapted for LCU/LST landing. This property is owned by the Congregational Church, and Cmdr. Rex will attempt to secure lease with help of DISTAD in Honolulu.

CHECK LIST FOR BOTH BEZIN POINT AND EXISTING WEATHER STATION SITE

1. Area for station: (A) Bezin Pt., adequate

   (B) Existing station site to be checked after layout from field notes.

2. Soil both sites, loose rocks and loam. Tree clearing (moderate) on Bezin Point only.

3. Blasting not anticipated either site.

4. Adequate source of coarse and fine aggregate near both sites.

5. Beaching available both sites; however, small amount of work required at Bezin Point.

6. General contour existing weather station site is smooth with 3% slope to bank. Site at Bezin Point generally smooth, but will need approximately 600-800 cubic yards fill on southwest corner.

7. Both sites at shore and roads.

8. Check advisability of lagoon sewer outfall in view of small area of site and natural slope to water.

9. Landing site at construction site, in each case.

10. See chart No. 5420, marked up.

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PHOTOS INCLUDING WEATHER STATIONS

Pan Briefing of VIPs by AEC ACB

Alt - 400' [illegible] color - unexposed roll

Beach approaches
General overall view

COMMUNICATIONS 4/60 w/Masters

CW only

KUP + [illegible] TT station net Govt Sta

KUT + Sat's TT Commercial Stations.