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MILITARY AIR TRANSPORT SERVICE

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REF: C.4.10-4

HISTORY OF WEATHER REPORTING ELEMENT 132.4.3.2.
PROVISIONAL

68989

Period Covered
16 October - 10 December 1952S/Sgt Charles E. Smith
Historical NCOHEADQUARTERS
WEATHER REPORTING ELEMENT 132.4.3.2, PROVISIONAL
Tinker Air Force Base
Oklahoma City, OklahomaRCS: JTF-132-CG-UI

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g1 - Rolling
 p7 - Wea. Central set up
 p10 - Wea Isl resupply status
 p15 - Wea Isl rad. monitoring

Narrative reports of Wea Isl
 CDMs are interesting.

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WREP ORRD 1-52 - Rolling

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HISTORICAL RECORD

*CO 6th Weather Grp.
19 Dec 52 WSB*

AIR WEATHER SERVICE
MILITARY AIR TRANSPORT SERVICE

HISTORY OF WEATHER REPORTING ELEMENT 132.4.3.2,
PROVISIONAL

Period Covered
16 October - 10 December 1952

S/Sgt Charles E. Smith
Historical NCO

HEADQUARTERS
WEATHER REPORTING ELEMENT 132.4.3.2, PROVISIONAL
Tinker Air Force Base
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RCS: JTF-132-CG-UI



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OPERATIONS AND ADMINISTRATION

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By 16 October planning for the Roll-up operation was under way. By 3 November the Roll-up Plan was being written and it was completed and published on 6 November¹. The decision was made to airlift all personnel from Kwajalein to the ZI. To accomplish this it was decided that some personnel would be airlifted to Kwajalein from their detachments on the last resupply flights, while the remainder would proceed to Majuro on the LST and be airlifted from there to Kwajalein. The reason Majuro was selected was that it has a landing strip, which none of the other locations have. LST 636 picked up the Bikini detachment on 20 November and transported it to Eniwetok, arriving there on 21 November. On 23 November all personnel of that detachment were airlifted to Kwajalein with the exception of the Detachment Commander and two airmen, who stayed to deal with supply matters. The LST then proceeded to Fonape, leaving Eniwetok at 1800 hours² 23 November. The LST departed Fonape 25 November, Kusaie 27 November, and arrived at Majuro on 29 November. At Majuro all personnel of this element, both aboard the LST and of the Majuro detachment, were airlifted to Kwajalein on 30 November. Originally the plan was for the LST to offload all personnel and supplies at Kwajalein, then all personnel would be airlifted to the ZI while most of the equipment would be shipped over water. Certain items were to be left at Kwajalein Base Supply. However, Pacific Division MATS directed the 57th Strategic Reconnaissance Squadron at Hickam Air Force Base to appoint a Special Project Officer to store and segregate all equipment and supplies used by the four outlying detachments of this element. The plan was changed inasmuch

1. Copy of Roll-up Plan (See APP #1)

2. All times stated are 180 deg East Meridian for Forward Area and Local Standard Time for ZI.

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as the LST was to proceed directly to Pearl Harbor rather than to Kwajalein. At Hickam Air Force Base the Special Project Officer was to store and segregate the equipment and supplies as four (4) separate package units, to be issued to outlying weather detachments for Operation "CASTLE" (SECRET). Later information revealed supplies were stored at Hickam Air Force Base by 1500th Air Transport Wing, Pacific Division MATS.

On 22 November nine (9) airmen of the Kusaie detachment were air-lifted to Kwajalein on the last PBM resupply flight to that location. These personnel were prepared for further shipment to the ZI by this headquarters. All personnel arriving at Kwajalein from the detachments were billeted in transient quarters. Arrangements for transient billeting, messing, etc., were made by this headquarters before arrival of personnel at Kwajalein.

On 20 November the first airman of this element to return to the ZI departed Kwajalein. On 21 November the first troop movement to return to the ZI departed Kwajalein. This was the Weather Central detachment plus three members of this headquarters and one man of the Kusaie detachment. The First Sergeant, Personnel Supervisor, and a Rawinsonde Operator of this headquarters departed, while one member of the Weather Central, a clerk, was retained at this headquarters and utilized during processing of personnel for return to the ZI. The total number of personnel of this shipment was eighteen, seven (7) officers and eleven (11) airmen.

On 24 November seven airmen of the Ponape detachment were air-lifted to Kwajalein. On 25 November six airmen departed Kwajalein by

WAFS bound for the ZI. These airmen were originally of the Kusaie detachment.

By 5 December all personnel of this element had departed Kwajalein. By 7 December all personnel of this element had departed Hickam Air Force Base via commercial airline. At 0145 hours 9 December all personnel of the element were at Tinker Air Force Base.

By 13 October it was apparent to Weather Observers of the Checking Section that some means of having WEAN 10s recopied would have to be devised. In many instances submissions of these forms from the detachments were soiled and wrinkled, and entries were not neat. Since the normal procedure of returning them to the detachments for recopying was too time consuming, the forms had to be recopied at Kwajalein. This practice was started by the Checking Section on 15 October and continued until 25 October, when lack of blank WEAN 10s made further recopying impossible. The Navy Aerological Station at Kwajalein could not furnish the necessary forms because the Navy uses a different type of WEAN 10. When detachments were processing through Kwajalein for movement to the ZI, Observers of the detachments were utilized, to recopy WEAN 10s on blank forms that had been procured from the Bikini detachment. Before this Element's Headquarters moved to the ZI, all WEAN 10s were recopied and were neat and correct.

One of the duties assigned the Checking Section was to record all weather observations, both surface and upper air, on large forms for climatological purposes. The rawinsonde checking unit of the Checking Section accomplished this without difficulty, but the observing section ran into trouble. The forms furnished were the same forms that had been

were for Operation GREENHOUSE. At that time they were correct for use, but a change in the Manual of Surface Observations that went into effect on 1 July 1951 made the forms incorrect for use after that date. In order to release the WBAN 10s for transmittal to Data Control at the earliest possible date the data was recopied from the WBAN 10s to the climatological forms in pen and ink, rather than by typing as was required. Upon return to Tinker Air Force Base it was necessary to obtain new forms and type in all data which was recopied at Kwajalein in pen and ink.³ It was impossible to request new forms from Kwajalein because the old ones had no identifier of where, when or by whom they had been printed. There were no facilities available on Kwajalein for printing revised forms. Had the Element Checking Section reviewed these forms prior to movement to the forward area, this situation could have been prevented. Both surface and upper air climatological forms required the use of a wide (21") carriage typewriter. None was available at Kwajalein, but one was obtained from Detachment 2 at Majuro. The Rawinsonde checkers had to keep one typewriter in continuous use to keep up to date on their recording, so a shortage of typewriters would have occurred if the Surface Observation climatological forms had been correct to use.

On 10 October the practice of sending weather reports from the detachments directly to the Weather Central was started. The CW station at Eniwetok was designated net controller for the collection of meteorological data. The reason for this was that the principal need for this data was at that location. Kwajalein remained net control for

3. Cy of Climatological forms (See App #2)

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~~administrative~~ messages, and was also an intercept station for weather messages.

On 27 October Checking Section personnel of this headquarters were briefed on providing fixed weather support for an "L" day rehearsal to be held on 28 October. The service to be provided was from 0300 hours until termination of the rehearsal. However, this request for weather support was cancelled and support was not furnished. During the operation it was determined by the Element Commander that weather support would have been a great help at the Air Operations Center and plans were made to provide the support for all following operations.

On 28 October five (5) officers and twelve (12) airmen were evacuated from the Weather Central at Eniwetok by air to Kwajalein to augment the Navy Aerological Station.⁴ Meanwhile twelve (12) officers and thirty (30) airmen evacuated to the Command Ship USS Estes, where they re-established the Weather Central. The Rawinsonde Section was not evacuated then, but remained at Eniwetok to provide on-the-spot upper air data until its evacuation by helicopter four (4) hours prior to shot time on "L" Day.

From its new location aboard the USS Estes the Weather Central furnished all forecasts for "L" Day. These forecasts were used to brief all Task Force personnel at Eniwetok, and were transmitted to Kwajalein Aerological Station where they were used to brief Task Force personnel. The Weather Central provided many types of forecasts during Operation "IVI" (RESTRICTED) and on shot days. Daily forecasts were issued containing Local Terminal Forecast, Local Terminal Forecast

4. Cy of Special Orders (app #3)

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for the aircraft carrier, Forecast for photographic missions when cloud cover below 2000 feet was expected to be less than three tenths, Jet Operation Forecast sent to Kwajalein, and winds aloft forecasts made four times daily. The winds aloft forecasts were made four (4) times daily for all levels to 70,000 feet for 24, 48 and 60 hours. Special Forecasts were issued upon request. These included 60 hour forecasts for jet operations with revisions at 48, 24 and 12 hours whenever necessary, four (4) day trajectory forecasts for all levels up to 70,000 feet with corrected positions and revised forecasts, storm and wind warnings for winds in excess of 25 knots (an SOP was set up for this), sixty (60) hour forecasts of height of tropopause and temperature, sixty (60) hour Local Terminal Forecast with revisions at 48, 24 and 12 hours whenever necessary, sixty (60), forty eight (48) and twenty four (24) hour forecasts of conditions of contrail formation, and twenty four (24) hour forecasts of temperatures in the stratosphere. The above mentioned forecasts provided services for the operations at Parry Island; the Naval units stationed near Eniwetok; the reconnaissance, jet, and photo units at Kwajalein and Base Operations at Eniwetok. In addition to weather information many other requests were made for information such as the density of the air, the speed of sound, wave forecasting, etc., and these questions were answered whenever the answers were obtainable.

The types of charts analyzed at the Weather Central were many. One was the streamline charts for 1500; 10,000; 20,000; 30,000; 40,000; 50,000, and 60,000 feet. These charts were prepared four times daily and covered the area bounded by 140 degrees East Longitude, 30 degrees

North Latitude, 170 degrees West Longitude and 05 degrees South Latitude.. In addition, at the synoptic hours of 0300 and 1500 Greenwich time a 700, 500, 300 and 200 millibar contour analysis was prepared for the entire Pacific Ocean as an aid in understanding the overall pattern of pressure and winds in the middle and high latitude as associated with those of the tropics. The Surface Synoptic map was drawn four (4) times daily for the entire Pacific Ocean. Isobars were drawn for every one millibar in the areas south of 20 degrees North Latitude. A Weather Distribution Chart was prepared once daily at 1200 Local Time, Reconnaissance Cross Sections prepared for all flights by forecasters, and other miscellaneous charts and diagrams. Prognostics were prepared of the Streamline Charts, Trajectory Charts, Surface Synoptic Charts, Weather Distribution Chart and Weather Cross Sections.

The Weather Central personnel augmenting the Aerological Station at Kwajalein formed a secondary Weather Central. They were prepared to assume the duties of the Joint Task Force Weather Central in the event of a communications failure aboard the USS Estes. These personnel worked eight hour shifts before, during and after the "L" Day Operations until their return to Eniwetok on 3 November.

The Weather Central began moving aboard the USS Estes on 25 October. The Weather Central afloat did not fully re-establish operations aboard ship until 23 October, when the Weather Central ashore was airlifted to Kwajalein. The Weather Central afloat continued in operational control until 5 November. The personnel returned from Kwajalein on 3 November and personnel aboard ship started returning to shore on 4 November. On 5 November the Weather Central ashore was again in operation and assumed responsibility.

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On 18 November at 1200 hours Local Time the Weather Central ceased operations and prepared for departure. All supplies and equipment were crated and made ready for storage for future similar operations, and some made ready for shipment to the Tropical Research Center of the Institute of Geophysics, UCLA, which was to set up operations in Hawaii.⁵

"L" Day was held on 1 November. Personnel of this headquarters furnished fixed weather support for the Air Operations Center. Colonel Barney presented four (4) planning and operational forecast briefings to Task Group personnel, including the Commanding General of Task Group 132.4 and his staff officers and the Commanders and Operations Officers of the Test Aircraft Unit, Test Support Unit and Test Services Unit. Major Joseph H. Carpentier, USAF, Deputy Commanding Officer of this element, directed the operations of a WB-29 orbiting in the south-east quadrant to a point one hundred (100) miles out from Kwajalein. The purpose of the aircraft was to spot and track all weather which might affect air operations at Kwajalein. From his position in the Air Operations Center, Major Carpentier had direct voice communication with the aircraft and directed it to areas from which he required information. The aircraft's reports were posted on display board in the Air Operations Center for use of the Controller. S/Sgt Charles E. Smith, USAF, Weather Observer, kept the latest storm detection reports from Kwajalein posted on the same display board with the aircraft reports. A Navigator from Task Element 132.4.3.1 operated and maintained the AN/AP-10 radar set after 0600 hours; before 0600 hours Local Time Sgt Smith operated the set, aided by Aerographers on duty at the Station. S/Sgt Michael J.

5. All info obtained from Historical Report by Wea Cen

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Operator and A/1C Roger D. Burchfield, USAF, Weather Observer, kept the latest surface and upper air reports posted in the Air Operations Center. These reports came from the Command Ship, Kwajalein, Wake, Truk, Bikini, Majuro, Kusaie, and Ponape. In addition upper air data was available from the Eniwetok Rawinsonde Section until its evacuation. S/Sgt William H. Thomas, USAF, Rawinsonde Operator and A/1C William L. Mattingly, USAF, Weather Observer, were on duty at the Communications Center to expedite the flow of reports from that location to the Aerological Station. From 0400H to approximately 0900H hours many reports were delayed or missing because of atmospheric interference. Reports utilized in the Station were from Air Weather Service, Navy and Civilian Weather Stations all over the Pacific area. All these reports were used for plotting charts, while only those from the locations named were posted in the Air Operations Center. All reports except those from Bikini, Majuro, Kusaie and Ponape, which were received via CW, were received via radio-teletype.

On 9 November, weather support was again requested and furnished the Air Operations Center for rehearsal for "E" Day. All Weather Central personnel were now at Eniwetok, including A/1C Mattingly who had been on duty at the Communications Center. Otherwise the services furnished were identical to those furnished for "L" Day. Services were provided from 0600H hours until termination of the rehearsal at about 1400H hours. "E" Day was held on 13 November, with "H" Hour set for 1130 hours. Commencing at 0600 hours this headquarters again furnished the same services at Air Operations Center. The "H" Hour was postponed

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~~until 1215 hours~~ because of an increase in cloud cover over the target, and the operation was aborted at 1135. The target island was obscured by clouds and there were also clouds present at sampling levels. Weather support at the Air Operations Center was continued until jet aircraft landed at 1300 hours.

On 16 November "K" Day was held again, with "H" Hour again set for 1130 hours. This time the operation went off successfully. Weather support was furnished the same as before from 0600 hours until the last jet aircraft to land were on the final leg of their return trip to Kwajalein at 1730 hours.

On 5 November Kwajalein and other islands in the area were alerted for a possible tidal wave. In accordance with Typhoon and Tidal Wave Emergency Plan of Task Group 132.4, all Kwajalein personnel were evacuated to the Navy permanent barracks at the east end of the island. Evacuation lasted from 0945 until about 1315 hours. Bikini personnel were evacuated to the lagoon in their DUKW. The tidal wave's maximum crest at Kwajalein was 2.4 feet.

Weather support

The Navy VP-2 Squadron has been making PBK resupply trips throughout the period covered by this report. The first resupply flight to a detachment of this element was made on 17 September. As of 23 November the VP-2 Squadron had made a total of 51 flights to the detachments. This included 21 to Bikini, 5 to Majuro, 13 to Kusaie and 12 to Enape. The total hours and tonnage hauled was: 383.0 hours in the air, and 22 tons hauled.⁶ Task Group 132.4 C-47's made many flights to Majuro in addition to those named above. This element had an Officer or airman

6. Info obtained from VP-2 Squadron

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on all but a few of these flights. During Operation G.E.E.H.U.S.E air drops were used to resupply the Kusaie detachment. During Operation "IVY" (REST) PBMs with JATO were utilized. Because of Coral Reefs and limited space at Kusaie care was exercised that aircraft were not overloaded. The landing approach into the harbor is between two mountains, while the take off is restricted because of a large coral reef at one end of the harbor.

On 31 October and 12 and 15 November, the days before "M" and "K" Day operations, this headquarters reproduced copies of the route forecast for operations between Kwajalein and Eniwetok on cross section forms. The Ditto machine and forms were furnished by the Aerological Station and this headquarters furnished personnel to reproduce the copies for distribution.

On 1 November a requirement for a treatise of approximately 500 words on "Fixed Weather Support for "M" Day was placed on this headquarters. This was prepared and distributed to Task Group 132.4 Operations Officer and Historical Officer on 7 November.

Upon preparing the Weather Central detachment for departure from Kwajalein to the ZI on 21 November it was learned that MATS required three (3) copies of Special Orders governing return travel for each individual. That number of copies was not available and on 22 November this headquarters printed 500 copies of Special Orders and 1000 copies of indorsements ~~to the~~ to return personnel to the ZI.⁷

Paying of personnel was accomplished by means of the resupply flights. Major Carpentier accompanied flights to the detachments after

7. Cys of indorsements and Special Orders (App 4)

pay days and paid personnel in cash. Major Verl C. Athey, USAF, of the Weather Central Detachment, paid personnel there.⁸ Little delay was suffered by any personnel of this element in receiving their monthly pay. This headquarters also handled such matters as mailing packages and money orders home for personnel of the detachments.

Task Group 132.4 held two (2) mail calls daily. A mail clerk was appointed from this headquarters to pick up all mail for this element, with the exception of Weather Central's mail, which was addressed directly to APO 137 at Eniwetok. All mail for members of each detachment was held briefly at this headquarters and sent to the detachment concerned whenever a resupply flight was made to that detachment.

During Operation GREENHOUSE the four outlying detachments of the organization equivalent to this organization were located at Majuro, Bikati, ⁴/Mauru and Kusaie. The Headquarters and Weather Central were located at Eniwetok. The Final Report of Task Unit 3.4.5 of Task Force Three on Operation GREENHOUSE, the equivalent of this organization, contains a good description of the facilities at these four locations. However, for Operation "IVY" (ALST) Bikini and Ponape were used as detachment locations instead of Bikati and Mauru, and the site of the weather station at Kusaie was changed.

At Bikini the LST was able to beach and unload supplies and equipment directly on shore. The detachment there was provided with a Weapons Carrier and DUEW. The island was uninhabited and the detachment had to be entirely self-sufficient. One structure was in usable condition and was utilized as a mess hall, day room and infirmary.

8. Cy of Special Orders (See App 5)

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This was an old Officers' Club left from Operation CROSSROADS. Because the DUKW could not approach the FEM resupply aircraft, it was necessary to transfer personnel and supplies between the aircraft and DUKW in a rubber raft. Later Captain Walker of LST 836 provided an arming craft and crew of two seamen. Transferring motion picture film and other items which were easily damaged by water was a delicate operation. Upon arrival at Bikini the detachment was billeted in squad tents until the prefabricated buildings could be erected. During Operation "IVY" (RCST) some Army and Navy personnel were also stationed on Bikini, arriving there after the detachment of Task Element 132.4.3.2, and they were aided in becoming operational by personnel of this element. The detachment at Bikini was located on the lagoon side of Bikini Island, on the northeast corner of the atoll.

The Ponape detachment experienced more difficulty than the Bikini detachment in unloading supplies and equipment from the LST. The LST had to transfer the cargo to a causeway, from where it was carried to shore in lighters. Once cargo was ashore it was necessary to haul it one mile to the site of the living quarters and mess, and another quarter-mile to the weather station. Roads were in poor condition and the road from the dock to the detachment site was a very rough and continuous, steep upgrade, making the operation more difficult. The United States Weather Bureau operates a weather station at Ponape consisting of one (1) civilian and he was cooperative and helpful in providing his services and equipment for use of the detachment. Resupply aircraft (FEM's) had to land a considerable distance from the dock. The boat trip between

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aircraft and shore required about twenty (20) minutes. Small boats of the Trust Territories Commission were used for such transportation. Personnel were billeted in an unused school until their prefabricated buildings were erected. The detachment was located on Fonape Island, west of the town of Fonape.

The Kusaie detachment on Operation "IVY" (REST) had an easier job of setting up than did the detachment on Operation GREENHOUSE. The detachment built two prefabricated buildings next to the harbor on Lele Island, a smaller island adjacent to Kusaie Island, during Operation GREENHOUSE. It was possible for the LST to unload directly on shore at this location and the same buildings were used for Operation "IVY" (REST). However, instead of setting the weather station up atop the 350 foot peak of Lele Island as had been done previously, the detachment erected a prefabricated building about a half mile from the living quarters, containing not only the observing section but also the rawinsonde section. The SCR-656 was set up inside the building. This proved to be a very practical idea in view of the frequent rains occurring in this part of the world during the Fall Season.

The Majuro location was essentially the same as the detachment on Operation GREENHOUSE, as far as facilities were concerned. The location had a good pier for unloading and loading the LST and an airstrip in not perfect but safely usable condition. One prefabricated building was erected and used for operations. Mr. Gilfillan, the Civil Administrator for the Marshall Islands, provided the two quonsets joined together with running water sanitary facilities between, in accordance with arrangements previously made by the Element Commander during his survey trip in April 1962.

At all locations the prefabricated buildings were painted during the detachments' stay in the forward area, and left intact for future use.

Each Detachment Commander prepared a Narrative Project Report of the Operations at the detachments, and copies of these are included as supporting documents.

Radiological Safety personnel, many in number, delivered fall-out collectors to the four outlying detachments. These were set out before tests and picked up and prepared for return to Kwajalein after tests by Detachment Commanders. Water for drinking and washing purposes, before and after purification, was frequently sampled by radiological safety personnel. The above actions were accomplished by resupply flights.

By 26 November all weather records were turned in to this headquarters from Bikini, Majuro, Kusaie, and Ponape. Ponape was obligated 203 upper air runs and took 203. Majuro was obligated 215 and took 215. Bikini was obligated 181 runs and took 180. Kusaie was obligated 210 and took 208. The average rawinsonde height for Ponape was 73,600 feet, the average radiosonde height was 74,500 feet. The highest rawinsonde and radiosonde runs for Ponape were 110,300 feet in both instances. The average rawinsonde height for Bikini was 65,640 feet, the average radiosonde height was 62,630 feet. The highest radiosonde and rawinsonde heights for Bikini were both 100,300 feet. Majuro averaged 70,166 feet in rawinsonde height, and their average radiosonde height was 70,013. The average rawinsonde height for Kusaie is 71,100 feet, and their average radio-

9. Following Info from Hqs. Checking Section

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surface height was 70,300. The highest run at Majuro was 111,000, and the highest run at Kwajale was 110,000 feet.

During Operation "IVY" (ALST) the four outlying detachments and Weather Central of this element took a total of 3986 surface observations. Of these Bikini took 501, Majuro took 500, Kusaie took 472, Ponape took 525, and Weather Central took 1,988.¹⁰ The Eniwetok detachment of the 57th Strategic Reconnaissance Squadron took surface observations, including specials, locals, etc., during the period of the project while under the operational control of this element. The observations taken were the normal requirement of the detachment whether it had been participating in the project or not. Surface observations taken by this element's detachments were three hourly, with hourly taken upon request by this headquarters or Weather Central, while Weather Central took hourly.

Upon return to Tinker Air Force Base a project office was set up in 6th Weather Squadron (Mobile) Headquarters. TAT equipment, mainly records and film, was disposed of. Personnel manning the office were Major Carpentier, the First Sergeant, Personnel Supervisor, Personnel Clerk, two Rawinsonde Operators and two Weather Observers. The Operations Section of the 6th Weather Squadron took charge of the observing records, while the element Rawinsonde checkers continued documenting their upper air runs on climatological forms.

On 12 December a message was sent to Commanding General, Air Weather Service, from Commanding Officer, 6th Weather Squadron stating that the mission of Weather Reporting Element 152.4.3.2, Provisional in the forward area had been accomplished. The message also contained the

10. Info from HQ Checking Section

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~~Information~~ that supplies and equipment were in storage at Hickam Air Force Base, and the suggestion that the responsible unit to provide weather support for Operation "CaSTLE" (SECRET) be designated. ¹¹ The reason for the suggestion was that experiences of this element have proven that much planning was involved in the preparation for the mission and the responsible unit could well utilize all the time it was allowed.

PERSONNEL

When the five officers and twelve airmen of the Weather Central were evacuated from Eniwetok to Kwajalein on 23 October, Major Carpentier arranged transient billeting for all personnel but two of the airmen. These two airmen were billeted with Headquarters personnel in building 1127, upper bay, which has been used as both Headquarters of this element and living quarters for personnel of this headquarters and Headquarters of Task Element 133.4.3.1. The east end of the bay was set up as a barracks, the west end as the office of this headquarters, and removable partitions in the center formed the offices for Colonel Roy W. Nelson, Jr., Commander of Test Services Unit 112.4.3 and Lieutenant Colonel William S. Barney.

On 21 October one rawinsonde operator was evacuated from Ponape. He was utilized in the checking section until his assignment to Bikini on 21 October.

On 22 October the Medical Technician at Bikini was evacuated to Kwajalein for treatment of an infected hand wound. He was returned to duty at Bikini on 27 October.

On 29 October a rawinsonde operator was evacuated from Bikini to

11 - (see App 6)

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Kwajalein for possible appendicitis. At the Kwajalein Hospital it was determined that his ailment was acute gastritis, and he was released from medical treatment on 3 November. Because the Bikini detachment at that time had only a short time left in place, the airman was not returned to Bikini but was utilized instead in the checking section. He departed Kwajalein for the ZI with the Weather Central shipment.

On 10 November an electrician was evacuated from Kusaie for a possible hernia. At the Kwajalein Hospital it was determined that the injury was a severe muscle strain, and the airman was released from medical treatment on 14 November. The airman was assigned to this headquarters pending availability of transportation to Kusaie. On 18 November Colonel Barney decided that the airman would be shipped to the ZI with the Weather Central shipment, because the limited time the Kusaie detachment was to remain in the forward area made his return to Kusaie unnecessary. This headquarters was informed of his injury at 0200 hours on 10 November and later that same day he was in the hospital at Kwajalein. This speedy evacuation was possible because of the efficient service of the FBM Flight.

On 23 October Colonel Nelson organized a staff of officers for the Test Services Unit 132.4.3, appointing Colonel Barney Executive Officer.

One airman, a radio operator, was airlifted from Kajuro to Kwajalein on 18 November for further shipment to the ZI. On 20 October he departed Kwajalein for Hickam Air Force Base via LARS. The reason for his early departure was that he was soon to become a father.

All personnel of this element arriving at Kwajalein from the

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~~detachments~~ for subsequent shipment to the BI were processed by this headquarters. This involved preparing and issuing Special Orders, Travel Order Indorsements, Customs Clearance forms, Security Regulations and briefing, having each individual sign a security statement, and filling out the Passenger Information Cards for the MATS Traffic Section.

SUPPLY

Normal supply and resupply action continued from 16 October through 25 November. Starting on 3 November roll-up instructions, banding material and machines, blank shipping documents, and reproduction facilities were being sent to the detachments.

Upon arrival of the detachments at their locations they uncrated their supplies as needed, saving containers for use during the roll-up operation. Containers had to be saved, because neither facilities nor materials for producing new containers were available at the operating locations.

Petroleum and perishable supplies were to be left at locations and dropped from accountability by detachment commanders. They were to be turned over to military authorities by the Bikini detachment and to Civil Authorities at the other three detachments. At Majuro, Kusaie and Fcnape they were to be traded for services obtained from the Trust Territory Commission. Authorization for this action was obtained from Air Force.

Instructions were issued to Detachment Commanders to pack all items not in use and prepare shipping documents for these commencing with

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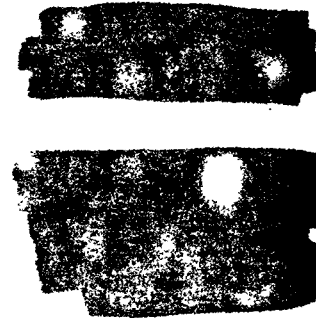
delivery of shipping documents to their locations. Shipping lists were originally to be sent to Kwajalein by Detachment Commanders and 19 copies of each prepared at Kwajalein by supply personnel of this headquarters. However, three (3) Ditto machines were procured from Kwajalein Base Supply. One was sent to Kusaie for one day, accompanied by a supply man who reproduced available master copies of shipping documents. On 23 November a supply man accompanied a Ditto machine to Ponape and left it there. The Ponape detachment reproduced their shipping documents, then carried the machine with them on the LST to Kusaie, where that detachment reproduced its remaining shipping documents. The machine then accompanied the LST to Majuro, to be used there.

On 21 November Technical Sergeant Wayne L. Neal, USAF, supply man of this headquarters, made a trip to Eniwetok to meet the detachment arriving there aboard the LST from Bikini. He reproduced the required shipping documents for the Bikini detachment and, with a detail of men, boarded the LST and attached the shipping documents to the appropriate boxes of the shipment. This involved going to Parry Island, where the LST was docked. All equipment stayed on the LST, which departed at 1800 hours 23 November bound for Ponape.

Captain John O. U. Love, Jr., Bikini Detachment Commander, opened an I/R account upon arrival at Eniwetok prior to setting up his detachment at Bikini. When the detachment departed Eniwetok for Kwajalein on 23 November Captain Love and two airmen remained at Eniwetok to close his I/R account. This required four days. His I/R account was with Air Force Supply, and the reason for opening an account was to set up a low frequency homing beacon.

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On 21 October 16 more refrigerators arrived at Kungalein for this element. They were turned over to Base Supply because no need for them existed within this element. They were the result of the ZI depots all filling the original requisition for 8 refrigerators.



The following are copies of the Narrative Project Reports
prepared by the Detachment Commanders of Detachments 1, 2, 3 and 4.

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WREP DETACHMENT NO. 1
Weather Reporting Element, 132.4.3.2, Provisional
Tinker Air Force Base, Oklahoma

WREP1-319.1

SUBJECT: Narrative Project Report

TO: Commanding Officer
6th Weather Squadron (Mobile)
Tinker Air Force Base, Oklahoma

1. INTRODUCTION:

Weather Reporting Detachment Number 1 of Weather Reporting Element, 132.4.3.2, Provisional was organized pursuant to authority contained in General Order No. 1, Hq, 6th Weather Squadron (Mobile) 20 May 1952, inclosure #1, and MATS Table of Distribution PW-2, 1 March 1952, inclosure #2.

This detachment did not become a unit with its own identity until 25 August 1952, nine (9) days prior to departing Tinker AFB for the operating location. The name, rank, AFSN, and AFSC of all personnel assigned to this detachment for duty are included in inclosure #3.

Detachment No. 1 personnel departed Tinker AFB 3 September 1952 arriving Eniwetok Island, Eniwetok Atoll, Marshall Islands via MATS aircraft on 8, 9, 10 & 11 September 1952. All personnel departed Eniwetok Island 15 September 1952 arriving Bikini Island, Bikini Atoll, Marshall Islands, final destination, 16 September 1952, via USS LST 836. The return trip was the reverse of the outbound trip with the USS LST 836 pulling off the beach at Bikini on the high tide at 1658 Bikini Time (0458 ZEBRA Time) 19 November 1952 arriving at Eniwetok 1530 local time 20 November 1952. From Eniwetok to Travis AFB, California all travel was via MATS aircraft. From Travis AFB to Tinker AFB, Oklahoma all travel was via commercial airlines with the last increment of detachment personnel arriving Tinker AFB at 1500 CST 2 December 1952.

2. PURPOSE OF PROJECT:

The purpose of Operation IVY (RESTRICTED) is stated in Operations Order 7-52, Hq, 6th Weather Squadron (Mobile); Operations Plan 1-52, Hq, Task Group 132.4; and Operations Plan 4-52, Hq Air Weather Service. All cited publications are in permanent files at Hq, 6th Weather Squadron (Mobile).

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3. MISSION OF DETACHMENT NO. 1, WEATHER REPORTING ELEMENT, 132.4.3.2, PROVISIONAL:

The mission of this detachment is stated in paragraph 3c, Operations Order 7-52, Hq, 6th Weather Squadron (Mobile). The mission as stated in cited publication was amended by VOCO Task Element 132.4.3.2 to include a minimum height of 50,000 for Rawin data and 50 Millibars for the three atmospheric parameters - temperature, pressure and relative humidity. This was further amended by VOCO, Task Element 132.4.3.2 to a minimum height of 70,000 feet for Rawin data.

4. LOCATION OF DETACHMENT:

The camp and weather station established by this detachment were located at 11° 37' North Latitude and 165° 32' East Longitude on the Island of Bikini, Bikini Atoll, Marshall Islands.

Bokini Island has the configuration of a 90 degree arc, the one end pointing directly to the south and the other to the west. It is two (2) miles long and 1/2 mile wide at the widest point. The highest point on the island (excluding the tops of palm trees) is approximately thirty (30) feet. The tops of palm trees average eighty-five (85) feet above sea level.

The vegetation is very thick and cannot be penetrated without cutting through it. There is a passable land which extends the full length of the lagoon side of the island and one which extends across the island at the widest point.

There were no inhabitants on the island at the time this detachment was stationed there, nor had there been anyone on the island since the tests in 1946. No facilities of any kind were available for immediate use upon arriving at the island. A latrine was made serviceable by repairing the seats, floor and roof and another building was made usable after replacing the roof, putting new screening on the sides and making screen doors. This building housed the Mess Hall, Dispensary, subsistence storage and Day Room during the entire stay on the island complicating completion of the necessary repairs. In addition to the foregoing, a building 20' x 80' was erected and used for living quarters. This building was in a good state of repair on 19 November 1952 when it was boarded up prior to departing the island. A 14' x 16' building was erected for use as a kitchen, and was also in good repair. A third building was erected and used as a motor pool garage. Three (3) squad tents were used for storage space. Outdoor showers and lavatory facilities were installed along the beach. Three (3) water storage tanks were installed along the beach in the immediate vicinity of the water distillation unit.

- 2 -

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The Weather Station and Radio Station were housed in a very sturdy metal building similar in shape to the Quonset Hut. The building was used during the 1946 test to house the power generators for the television cameras. The towers upon which the cameras were mounted served as radio antenna masts.

In the central part of the island there were many items of equipment abandoned during the tests conducted in the lagoon in 1946. The equipment was too deteriorated to be of any use to this detachment except for salvaging parts to make some of our equipment serviceable.

Animal life on the island consisted of some dogs, cats, many lizards, rats and mice. There were some insects but not enough to be bothersome or dangerous. The dogs and cats were survivors of the 1946 tests and infrequently would give members of the detachment quite a scare at night by jumping out of the brush and running across in front of them. There were a few birds on the island and one particular specie had a beautiful white plumage. Fish were abundant in the lagoon, particularly Giant Rays and Sharks. S Sgt K. T. Powell harpooned a Giant Ray which towed him right off the beach into the sea before he could release the line and swim back. Sgt Powell also landed a six foot shark with a rod and reel.

5. MISSION ACCOMPLISHMENT:

Discussed in paragraph 3 above.

6. TRAINING:

Overseas processing and training of this detachment was carried out during the period 15 June 1952 to 25 July 1952 at Tinker Air Force Base under the supervision of Major J. H. Carpentier, Training Officer, 6th Weather Squadron (Mobile). Technical training of weather personnel was completed on projects in progress during and prior to the training period. Non-weather personnel received technical training under the supervision of appropriate base organizations and facilities. A special training program was implemented on Eniwetok Island during the period 11 September 1952 to 14 September 1952 to give three (3) Airmen condensed instruction on the operation and maintenance of the Water Distillation Unit; also, four (4) Airmen were given instruction on the operation of the Truck, 2-1/2 Ton, Amphibian, DUKW. Three (3) additional personnel were trained in the operation of the Water Distillation Unit after arriving at Bikini Island as a precautionary measure. On or about 21 October 1952 when the Radiac Equipment was delivered, six (6) Airmen were trained in the use and care of this equipment and also the code to be used in transmitting radiation information to Rad Safe Officer, Hq, Task Group 132.4.

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7. SUPPLY AND RESUPPLY:

Since time precludes a comprehensive study and review of the supply items to be added to or deleted from the supply list, inclosures #4 and 5 represent those items which were definitely useless or badly needed.

Resupply to Bikini was provided by PBM aircraft and LST 836. This was very satisfactory except for the lack of a proper type boat to unload the supplies from the PBM. The DUKW was too heavy and lacked maneuverability to be brought along side the PBM to unload cargo and discharge passengers. If it had accidentally bumped into the side of the PBM it could easily cave in or puncture the hull, causing the PBM to sink or rendering it unserviceable for flight.

8. TRANSPORTATION:

Transportation to and from the operating location was discussed in paragraph 1. On location the Truck, 3/4 Ton, Weapons Carrier and Truck, 2-1/2 Ton, Amphibian, DUKW provided the transportation.

9. COMMUNICATIONS:

Radio and courier were the two means of communications available. The Signal Corps Radio 399 was used for radio communications. The PBM flights provided the courier service. The SCR-399 shipped to Bikini arrived with an unserviceable BC-610 transmitter. The transmitter had numerous broken connections. If it hadn't been for the two (2) BC-610's drawn out of AF Base Supply at Eniwetok (AF 2272 SO) to be used for a low frequency Radio Beacon, establishing radio communications would have been close to impossible with the transmitter provided.

10. SPECIAL PROBLEMS:

- a. Supply, storage and handling of fresh water.
- b. Supplying P.X. items.
- c. Handling Postal Money Orders.

11. CONCLUSIONS:

- a. Too much work had to be accomplished in order to provide even passable facilities and living conditions.
- b. No problems were the direct result of lack of proper training.

c. Generally the logistical planning was good but in a few areas (electrical, plumbing and office supplies) a complete review should be made to determine better items to be included on the supply list.

d. Transportation facilities were not adequate on Bikini. A truck, 2-1/2 Ton, 6 x 6 and an eighteen (18) foot boat equipped with a 3 to 5 Horsepower outboard motor were needed.

e. Equipment which serves such an important role as does communications equipment, weather equipment, water distillation equipment and cooking equipment should be checked for serviceability by the using agency prior to being shipped to the operating location.

12. RECOMMENDATIONS:

a. All personnel should be attached to the AWS organization directly responsible for providing weather support to the Joint Task Force. This will simplify the administration of all personnel during the ZI phase of the operation.

b. All special orders attaching personnel should include the following:

- (1) Statement to the effect that service overseas is involved.
- (2) Proper funding authority for travel and per diem from home station to location of AWS organization and return.
- (3) Indicate delay enroute authorized from home station to AWS organization and whether or not delay is authorized upon return to home station at termination of project.

c. Hq, MATS should advise all MATS agencies concerned with preparing special orders attaching personnel to the AWS organization as to the funding responsibilities for TDY travel and per diem.

d. Time should be made available for each detachment to train as a unit for at least fifteen (15) days prior to departing for the operating location.

e. Essential equipment should be checked for serviceability by the using agency prior to the shipping date in order to make necessary repairs or replacements to avoid shipping unserviceable or questionable equipment.

f. All tools should be shipped as TAT equipment on a MATS AIRBILL with the same priority as the personnel and should be sent on ahead so as to arrive at the last point of air travel prior to the arrival of the troops. The Detachment Commander should be required to check at each terminal point to determine that his shipment has cleared.

g. TAT equipment should be shipped as regular Air Freight on the same priority as the personnel. Authority should be gained from Hq, MATS to accomplish shipping in this manner.

h. A Supply List should be prepared for each location according to the requirements instead of making identical lists for each location.

i. At outlying locations where docking facilities are not available a twenty(20) foot boat equipped with a four (4) Horsepower outboard motor should be provided. This will allow beaching which cannot be satisfactorily accomplished with the twenty-two (22) foot crash boat.

j. The Truck, 3/4 Ton, Weapons Carrier should be replaced with a Truck, 2-1/2 Ton, 6 x 6, Short Wheel Base, with bench.

k. At locations where all baking must be done by the detachment with its own equipment, an extra M1937 Range with suitable bake pans should be included.

l. The synthetic rubber lined storage tank, AFSN 7600-069340, should be replaced by the canvas water tank. The rubber lining renders the water useless for anything but laundry and showers because it tastes of rubber and cannot be used for drinking or cooking.

m. Electric motor driven suction and centrifugal pumps should be included as part of the equipment for each outlying island location.

n. Food services at Hq, USAF should prepare menus and a list of the food items and quantities necessary to carry out the menus. This would save the head cook the trouble of planning his meals to fit the subsistence available in order to provide balanced meals.

o. A minimum of two (2) spare tires, tubes and wheels should be shipped with each vehicle.

p. A complete review and research should be made of all pipe, hose, pump, water tank, shower and lavatory requirements and supply list corrected to include proper size fittings.

q. A regular office desk should replace the field desk.

r. The quantity of lumber on the present list should be increased to 2000 bd. ft; also 2000 bd. ft. of 1" x 6" sheathing and 5000

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bd. ft. of 1/2" plywood should be added to the supply list.

s. A list containing the name, size, quantity and stock number of each item in the sets, kits, outfits, rolls, etc, included in the supply list should be included as part of supply publications.

t. When establishing a camp and weather reporting station on an uninhabited island a D-4 or D-5 Caterpillar Tractor with wench and blade should be included in the supply list.

u. All action possible should be taken to upgrade airmen in AFSC prior to departing the ZI.

v. Special orders for future projects should read "upon completion of project personnel will return to proper duty station" instead of having the Task Unit or Group publish movement instructions.

w. All supplies and equipment, spare parts, subsistence, medical items, etc, should be consolidated on one (1) supply list.

x. The AF Form 115A (UPREL) should be used again but only non-expendable items should be listed and the description should include sufficient information to properly identify the item.

y. AACCS agencies should coordinate communications supply problems with AFS before submitting completed supply list for better understanding of equipment needed and to preclude duplication.

z. All Army Technical Service stock numbers should be thoroughly researched for the appropriate Air Force Supply stock number.

✓ aa. One (1) each Recorder Meter should be on hand at Element Hq for back up purposes.

bb. Complete tool sets should be ordered wherever possible and delete single miscellaneous tools.

✓ cc. The kerosene operated refrigerators should be replaced with General Electric home type refrigerators having two (2) cubic feet of deep freeze and eight (8) cubic feet of refrigeration space.

1 dd. The storm flag should be utilized rather than the post flag due to the difference in size.

ee. A barber kit with electric clippers is available and should be included in the supply list, replacing the kit #330 558900.

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13. EXPLANATION OF INCLOSURE #5:

a. The consumption of certain supplies is indicated in inclosure #5 at the extreme right of the supply list.

b. The items to be deleted are lined out, but not all items lined out are to be deleted. Some were transferred from Army Supply agencies to AF Supply and such items are noted.

c. Inclosure #5 includes all of the supplies and equipment (including a copy of the issue slip of items drawn from Holmes and Narver at Eniwetok and a copy of the Consolidated Memorandum Receipt Account established with AF 2272 SO at Eniwetok).

d. Very few of the spare parts and tools ordered for the Truck, 2-1/2 Ton, 6 x 6, Amphibian (GMC DUEW - 353) were received. Likewise, few of the spare parts for the SCR-658 and AN/FMQ-2 not available at shipping time were received.

5 Incl:

1. GO #1
2. TD PW-2
3. Roster of Pers
4. Additions to Supply List
5. Supply List

JOHN O. U. LOVE, JR.
Capt, USAF
Detachment Commander

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HEADQUARTERS
6TH WEATHER SQUADRON (MOBILE)
Tinker Air Force Base
Oklahoma City, Oklahoma

WREF 2

15 December 1952

SUBJECT: Project Report, Detachment 2

TO: Commanding Officer
6th Weather Squadron (Mobile)
Tinker Air Force Base
Oklahoma City, Oklahoma

I. Introduction

WREF-2 was effectively formed approximately 5 July 1952. This Detachment, consisting of one Officer and twenty Airmen, made up one of the self supporting units destined to operate as part of project IVY from 20 Sep 1952 until the end of the Atomic Tests. Operating location for Det 2 was in the Marshall Islands at Majuro Atoll, located approximately 240 miles Southeast of Kwajalein (Inclosure I gives the breakdown of Det. Personnel).

II. Purpose of Project

Project Ivy was conducted for the purpose of performing tests on all new equipment developed by the Atomic Energy Commission since previous Atomic project in 1951.

III. Mission of 6th Wea Sq (Mob) Det

The mission of the 6th Wea Sq (Mob) Det participating in Operation Ivy was to support the Weather Central, located at Eniwetok by taking upper air soundings and surface obs. Rawinsonde runs were taken at intervals of six hours, except during periods of maximum effort or when special runs were requested. Three and six hourly weather observations were taken during the same period.

IV. Narrative Discussion

1. Location: Majuro

Majuro is a coral atoll, typical of those found in the Pacific Ocean, composed of numerous long, narrow islands which surround an inner lagoon. With a few exceptions the maximum width of these islands is a few hundred yards, their length varies greatly from a hundred yards to ten miles or more. (The maximum height anywhere on the atoll is less than thirty feet above sea level. All of the islands are covered with tropical vegetation above the high water mark, the highest vegetation being the numerous coconut palms, but also including a

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variety of other tropical vegetation. The entire atoll contains a native population of around five hundred (500). These natives are Christianized and have a form of local self-government which is fostered by the Civil Administration. They have their own schools under the supervision of the Civil Administration, and their own churches under the guidance of missionaries who visit the island periodically. These natives both male and female, dress in civilized garb, and enough of them speak English so that language is no great handicap.

This atoll has been occupied by the US Navy for a number of years, mostly as a base for units of the Civil Administration Branch of the Navy. This occupation has been almost exclusively on the extreme eastern islands of the atoll, and it is these islands which contains all of the facilities which have been developed by the navy. These facilities include a concrete dock in very good condition, a usable airstrip, several miles of usable roads, numerous buildings, and electric power plants. There are also water catchment basins and numerous other items necessary for occupations.

It is known that on or about 1 July 1951 the Civil Administration of all of the Trust Territory islands was transferred from the navy to the Department of the Interior. This change has resulted in all of the navy personnel at Majuro being replaced by civilians from the Department of the Interior. Majuro is the district headquarters for the Civil Administration of the Marshall Islands. The island will be occupied indefinitely by this agency of the United States Government and all of the facilities mentioned previously in this report will be maintained.

Majuro was used as a site for a weather detachment on Project IVY from July through November 1952. The detachment consisted of one (1) officer and twenty (20) airmen. During that period numerous facilities were furnished by the Trust Territory. These included use of the dock, and of a crane on the dock, for unloading the ship; trucks, with native drivers, for hauling cargo from dock to weather station site; complete housing for all personnel of the detachment.

There should be no trouble at any future date in finding a suitable site for a weather station at this location. The most suitable locations will be found in the cleared area in the vicinity of the airstrip. Loading and unloading will not be a problem, and much assistance in the way of housekeeping facilities should be available.

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2. Mission Accomplished

The Detachment completed 222 Rawinsonde Observations with an average height of 69,000 feet.

Three and six hourly weather observations were taken from 20 September 1952 through 25 November 1952.

3. Training

All training of the Detachment for the project was directed by the 6th Weather Squadron (Mobile), Headquarters. It consisted of technical training for each man in his own field for a period of 30 days before departure and general training aimed at preparing the personnel for life in the Marshall Islands.

4. Supply

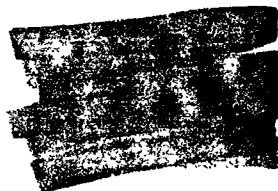
Basically, supply was handled in a very satisfactory manner, the only difficulty encountered being the identification of the many items in the unmarked boxes received. Many boxes arrived with no shipping documents; others arrived with a shipping documents stating the contents but the contents did not conform to the items listed. Descriptive words in the UPRIL were vague, in some instances to the extent of being a hindrance to identification. In isolated duty, with no stock catalogs available, descriptive words are of utmost importance.

5. Transportation

Transportation to Hickam was furnished by MATS for Detachments 2,3, and 4. Four days were required to get all men through Travis. The three Detachments departed Tinker 31 July 1952 and the last man arrived at Hickam at 1145, 4 August 1952. At Honolulu the unit boarded IST 836 on 18 August 1952 and arrived at Majuro Atoll 28 August 1952. Return transportation was furnished by C-47 from Majuro to Kwajalein, thence by MATS to Hickam and Travis. From Travis the last 35 of the entire element traveled to Tinker AFB by Commercial Air.

6. Communication

Communication during the project was generally efficient, with just a few instances of equipment failure, due partially to the climate. The radio station was put into operations 2 September 1952, five days after arrival at Majuro. The delay in getting into operation was due to the lack of proper TO's. These TOs were not sent with the unit nor were they available at Hickam. Help was obtained from the radio technician in charge of Majuro's radio.



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7. Special Problems

(a) The main difficulty in getting set up and into operation, aside from maintenance troubles with the SCR-658 and SCR-399, was the weather. For seven days, from the moment of our arrival at Majuro, heavy rains fell incessantly. The lack of shelter for uncrating in these circumstances resulted in much wet equipment and consequent loss of time. In uncrating the immediate necessities, the first problem encountered was the lack of wrecking bars and nail pullers. The crate marked as containing these items contained only plumbers tools, such as pipe wrenches, pipe cutters, pipe threader, etc. The majority of boxes were opened with a pinch bar (obtained from the LST), hatchet, and ball peen hammer.

(b) Supply was a draw-back during the early stages, in that many boxes were found without shipping documents. The confusion this caused lasted through the entire project and made identification by stock number found in the UPREL impossible in many cases.

V. Recommendations for Future Projects

1. Unless the vehicles furnished for future projects for Majuro can be more carefully checked and prepared for moist climate, it is suggested that two vehicles, instead of one, be supplied - one each weapon carrier and one each jeep. The weapon carrier 8219, assigned to Majuro during Project IVI, had to be pushed or pulled for starting more often than it was started by the starter. At times even pushing was to no avail. It is estimated that no less than 20 days, at eight hours per day, were spent in keeping the vehicle operating.

2. It was discovered during the project that the reefer engines (gasoline driven) were not suitable for the climate encountered in the Marshalls. After uncrating, three days were required for three men to get the first engine into operation. Only after the fifth day were three reefers operating in such a manner that the perishable foods could be moved into them. During the intervening period two large reefers were loaned to the Weather Detachment by the Trust Territory thus preventing an otherwise complete loss of perishables. At two other periods during the Detachment's stay on Majuro the simultaneous failure of all reefer engines necessitated the moving of food to the Trust Territory reefers. The reefers engines were in constant need of attention during the entire project, and it is the opinion of all concerned that the replacement of these gasoline driven units would cut the reefer maintenance problems down to a reasonable figure.

3. The two gasoline field ranges were very efficient in operation when large quantities of food were to be cooked at one time, but for a unit of only twenty-one men two small apartment sized electric stoves of the 220 volt variety, with four Burners on top, would be much more effective. Aside from being more practical the electric stoves are completely safe, whereas the gasoline stoves developed numerous leaks which resulted in potentially disastrous fires.

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4. Included in the equipment were two kerosene-driven refrigerators which required special care for starting and operating. Since each Detachment is furnished six 120 Volt generators there would be no difficulty if each Detachment were given two electric refrigerators as replacements for the less practical kerosene units.

5. Concerning electronic equipment, it is highly recommended that each Detachment obtain and work with the equipment to be assigned to them for at least two weeks prior to shipment of the equipment, in order to eliminate the flaws in each unit, including the test sets as well as the SCR 658 and allied equipment. This Detachment received equipment in need of repair, and two weeks of work were required to get all units into effective operation.

6. It is recommended that two power units capable of putting out 220 volts for electric stove and electric reefer units be supplied each Detachment.

Inclosure 2 is a recommended list of deletions and additions to the supplies for Majuro for future projects.

It is further recommended that personnel requirements remain the same for future projects as for IVY. If two fully qualified Ground Electronic Technicians are assigned to each detachment, the officer in charge need not be a 3044.

2 Incls:

1. Roster of Personnel
2. Recommended Deletions and Additions to Project

JOHN W. DONAHUE
Capt, USAF
Detachment Commander



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DETACHMENT WREP-3
WEATHER REPORTING ELEMENT 132.4.3.2, PROVISIONAL
TINKER AIR FORCE BASE, OKLAHOMA

WREP-3

12 December 1952

SUBJECT: Narrative Project Report of Detachment WREP-3

TO: Commanding Officer
6th Weather Squadron
Tinker AFB, Oklahoma

1. INTRODUCTION

The purpose of this report is to record information gained by personnel of Weather Reporting Detachment 3 while participating in Project IVY as a part of Task Group 132.4, Provisional. It also contains recommendations made as a result of experience gained on Project IVY.

WREP-3 was effectively organized during July 1952 with assignment of all personnel to the unit. The detachment commander was effectively assigned to the unit on 16 July 1952. Roster of personnel assigned to detachment is contained in inclosure 1.

The detachment departed Tinker AFB on 31 July 1952 for movement to operating location. MATS provided airlift for all personnel to Hickam AFB, Hawaii.

Pearl Harbor was the assembly point for all equipment and supplies for the detachment.

At Pearl Harbor all personnel and equipment were loaded aboard a US Navy LST. The LST departed Pearl Harbor on 18 August 1952 and arrived at Kusaie Island on 3 September 1952. Unloading was completed on 4 September 1952.

Upon completion of mission in support of Task Group 132.4, all accountable property was packed and crated for loading aboard the LST for water shipment to HICKAM AFB. The LST arrived at Kusaie on 27 November 1952 and departed same date. All supplies were loaded aboard the LST in approximately six hours.

Personnel were transported to Majuro Atoll on the LST. Airlift was provided for all personnel from Majuro Atoll to Tinker AFB. The detachment commander arrived at Tinker AFB on 9 December 1952.

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2. PURPOSE

The purpose of the project was to furnish meteorological facilities and services for support of Operation IVY in addition to those normally provided by the Air Weather Service.

3. MISSION

The primary mission of the detachment was to provide surface and rawinsonde observations in support of the Joint Task Force Weather Central. Special surface observations were provided at designated times when requested by Task Element 132.4.3.2 or the JTFC.

4. OPERATIONAL COMMENTS

a. Location

Kusaie is a mountainous island of approximately thirty square miles in area. The terrain is very rugged, with the highest point being over two thousand feet and with several more points over fifteen hundred feet. It is covered with a tropical jungle and only a narrow band around the coast is readily accessible. While referred to as "an island", Kusaie is actually two islands, the smaller one being slightly over three quarters of a mile long and approximately three quarters of a mile wide. There are also numerous very small fringe islands bordering the coral reef. Kusaie is inhabited with approximately two thousand natives. The natives are Christianized, have a well developed local government fostered by the Civil Administration, several schools, and churches. In addition to the native population the island is inhabited by two American citizens, Mr. A. V. Herrman and his nephew Mr. Jack Youngstrom. Mr. Herrman has spent most of the past forty years on Kusaie and Mr. Youngstrom has been there for the past seventeen years. Mr. Herrman is an agent for the Island Trading Company.

Available to any future detachment using Kusaie as a site will be four buildings which were left there by the weather detachment on Project IVY. These buildings are located at the edge of the water on the southwest side of the small island. The buildings were left in the custody of Mr. Herrman with the understanding that he could use the buildings for any purpose desired so long as he kept the buildings in good repair with the facilities and materials available. He will make the buildings available to any US Air Force personnel arriving at Kusaie at any future date.

With the exception of the buildings mentioned above, the only facilities available on the island is an abundance of native labor and such advice and assistance as can be given by Mr. Herrman.

Cooking water was obtained from a small spring located on the small island. For all purposes except cooking, rainwater was caught and stored.

At Kusaie a boat of some type is a necessity, as all resupply visits are made by seaplane. The detachment on Project IVI was provided with a Chris-Craft USAF 22' Rescue Boat which was satisfactory in all respects.

English is taught in the schools on the island but most of the natives are not proficient in its use. A small number do speak good english so language will be no problem.

b. Mission Accomplishment

The detachment completed two hundred eight rawinsonde observations with an average height of approximately 71, 218 feet. Inclosed are information copies of Signal Corps Form 442 for months of September, October, and November 1952.

Surface observations were taken at 3-hourly intervals from 23 September 1952 to 21 November 1952.

c. Training

A certain amount of on-the-job training was accomplished by detachment personnel during the months of June and July 1952 at Tinker AFB. Since all personnel were skilled in their AFSC, difficulties encountered at Kusaie relative to inadequate training were minor in nature.

d. Supply

Equipment and supplies received at Kusaie were in excellent condition in most cases. It is the belief of the detachment commander that the equipment was packed and shipped in accordance with proper established supply procedures. Difficulties encountered with the USAF supply system at Kusaie were minor in nature, and it is recommended that accountability for supplies be handled in a similar manner on future projects of this type.

e. Transportation

There were no major transportation difficulties encountered by detachment personnel on this project.

f. Communications

Communication with Headquarters, Task Element 132.4.3.2 and JTFWC were normally excellent during operation on Kusaie. Difficulties encountered were average, and similar conditions may be expected at any remote location.

g. Special Problems

There were no special problems encountered that are worthy of comment.

5. RECOMMENDATIONS

Inclosed are recommended lists of subsistence, POL products, additional equipment required, and items to be deleted from the supply requirements list.

It is recommended that personnel requirements remain the same as present. If qualified Ground Electronics Officers(3044) are not readily available for future projects of this type, it is recommended that a fully experienced qualified weather equipment technician be assigned to those detachments having commanders with AFSCs other than 3044.

6. PHOTOGRAPHS

Exposed film have been delivered to squadron headquarters. Photographs should be attached hereto when available.

7. MISCELLANEOUS

Inclosed are the following for informational purposes:

- a. Copy of Report of Medical Inspection of WREF-3
- b. Narcotic and Drug Register
- c. Table of Distribution No. PW-2
- d. List of Unserviceable Items Shipped to Hickam AFB
- e. Copy of DA Form 446(Transfer of POL Prods to Mr. Herrman)
- f. Copy of DA Form 446(Transfer of Med Supp to Mr. Herrman)
- g. Copy of DA Form 446(Transfer of Med Supp to TT)
- h. Copy of AF Form 104B(Transfer of POL Prods to TT)
- i. Copies of Certs of Receipt of Cash to pay for labor)

15 Incls
As stated

JOSEPH W. McDANIEL
1st Lt, USAF
Detachment Commander


4

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DETACHMENT WREF-4
Weather Reporting Element 132.4.3.2, Provisional
Navy No. 821, Box 35, c/o FPO
San Francisco, California

12 December 1952

SUBJECT: Narrative Project Report

TO: Commanding Officer
Weather Reporting Element 132.4.3.2, Provisional
Navy No. 821, Box 35, c/o FPO
San Francisco, California

At 1300, 11 September, 1952, Detachment WREF-4, Weather Reporting Element 132.4.3.2, Provisional was landed on the Island on Ponspe in the Eastern Caroline Islands. Detachment WREF-4 was composed of twenty airmen and one officer.

The purpose of detachment WREF-4 was to provide weather support, three-hourly surface observations and six-hourly rawinsonde observations, for the Joint Task Force Weather Central, Task Element 132.4.3.2, Provisional during project "IVY" (Restricted).

The weather station was set up in the office of the U. S. Weather Bureau Station on Ponspe Island. The Weather Bureau Station ceased operations during the period of the project and made available two men, who were put on shift with the rawinsonde operators. The elevation of the barometer was 139 meters. The SCR 658 was located on top of the weather station four floors above the ground.

The living quarters and office were located approximately one fourth of a mile from the weather station and approximately three fourths of a mile from the dock. Three pre-cut engineer huts, one 15x15 foot building for a kitchen, and one 10x15 foot building for a latrine was erected.

It is believed that the mission of the detachment was accomplished. Three-hourly surface weather observations were provided throughout the project, and in addition whenever hourly surface observations were required for aircraft flights they were provided. Six-hourly rawinsonde observations were provided with 227 observations required and 227 observations completed for an average height of 75,136 feet.

Supply facilities were excellent with the exception of a few items which were not attainable in the forward areas. There was an excess of many items of equipment.

Special overseas training and processing was given personnel before departing Tinker Air Force Base.

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Subject: ~~Marine~~ Project Report.

Transportation facilities were adequate with the exception at Ponape all equipment had to be lightered ashore involving a trip of almost one hour which added at least two days to the unloading of the detachment and its equipment.

Communication was performed with radio set SCR-399 and was excellent except for a couple days when the weather was exceptionally bad and reception was cut out.

A special problem was created in that an adequate storage area was not available where all supplies could be stored and sorted.

Recommendations for a future project include the following items:

Pipe and necessary supplies to install a latrine and showers in building erected during this project. Also, a double sink unit should be installed in the kitchen building. This equipment should include 800 feet of 2-inch pipe to bring the water from the water main.

An additional pre-cut engineer hut should be erected to be used as a storage warehouse. This building should have additional reinforcing under the floor and the 2x4 inch floor joists should be replaced with 2x8 inch lumber.

Arrangements should be made so that all test equipment could be hand-carried to the forward area.

Recommend that half of the balloons be M/3913 as the M/443 balloon was not designed for day time use and did not give the desired day time results.

Recommend that the kerosene refrigerators be replaced with electric refrigerators and the gasoline freezing units on the walk-in refrigerators be replaced with electric units.

Recommend that the following items be deleted from the supply list for the detachment returning to Ponape Island:

<u>STOCK NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>
2600-702200667	Launching Reels	ea	100
2600-703632591	Typewriter	ea	1
3500-050000-64	Lount	ea	1
3500-192502	Claw	ea	72
3550-050000-64	Blanket	ea	42
3550-633800-55	Paper	ea	350
3850-0610.1-712	Seat	ea	1
3850-612000-123	Tank	ea	1

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Subja Narrative Project Report

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
6700-203600	Cloth Line	sf	1200
6800-317800	Iron	sf	200
7200-297130	Detergent	lb	200
7600-069340	Container	ea	6
*7860-803020	Tackle	ea	6
7900-111640	Folder	ea	1
7900-721495	Stock	ea	1
7900-774180	Tape	ea	1
7900-715280	Stand	ea	16
8200-855830	Slip	ea	15
8200-692008	Pins	ea	15
8200-692010	Pins	ea	3
8200-699058	Tent	ea	520
8500-555000	Lotion	ea	11
8500-762570	Rodenticide	lb	100
8500-896450	Sodium	bt	200
8500-933000	Tablets	lb	625
8500-950000	Trichloethyl	lb	160
8500-260600	Limechloride	lb	1
8600-395000	Machine	ea	1
8600-928755	Type Riter	ea	24
8800-796675-5	Strip	ea	12
8800-706555	Strip	ea	6
8700-821678-5	Switch	ea	1
14-3046.400.600	Compass	ea	1
14-3926.600.250	Glass	ea	1
0002-0085567	Trailer, Cargo	ea	1
07-5-0.120	Gasoline, White	gal	400
07-1-0.160	Kerosene	gal	900
07-1-0.103-350	Gasoline, 72 Oct	gal	3000
11-1-0.115-0.35	Oil	gal	53

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Subj: Narrative Project Report

<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>UNIT</u>	<u>QUANTITY</u>
Q1 21-R-00320	Rod	ea	60
Q1 21-F-31400	Frame (Construct picnic type tables saving weight and space)	ea	3
Q1 27-B-00345	Bar	ea	150
7500-34-B-15000	Buckets	ea	2
51-203560850	Erection	ea	1
51-204026520	Last	ea	3
51-203602200	Antenna	ea	2
32-35779700	Power Unit, PB-75	ea	1
33-397038000	Kit	ea	3

(If Diesel Generators are Provided delete 6 ea)

Recommend that the following quantities of expendable office supplies be shipped on any future project:

<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>UNIT</u>	<u>QUANTITY</u>
5700-30500	Envelope	ea	50
5700-305400	Envelope	ea	50
5700-306600	Envelope	ea	50
5700-308400	Envelope	ea	20
5700-310250	Envelope	ea	30
5700-315210	Erasers	ea	12
5700-315400	Erasers	ea	12
5700-320200	Fasteners	bx	1
5700-	Folders	ea	100
5700-361140	Ink	btl	1
5700-371300	Ink	btl	1
5700-465200	Pad	ea	50
5700-466400	Pad	ea	20
5700-466600	Pad	ea	20
5700-	Paper, carbon	bx	1
5700-482200	Paper	rm	1
5700-511500	paper	rm	1
5700-513250	Paper	rm	1
5700-554000	Pencil	bx	1
5700-555000	Pencil	bx	1
5700-558565	Pencil	bx	12
5700-559200	Pencil	bx	6
5700-606425	Ribbon	ea	6
5700-731000	Tack	bx	3

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Subj: Narrative Project Report

Recommend that the following photographic supplies be deleted from any future project unless there is a person present with experience in the processing of film:

<u>STOCK NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>
7400-577000	Paper	pk	12
7400-578000	Paper	pk	12
7400-579000	Paper	pk	12
7400-580000	Paper	pk	12
7400-655545	Powder	can	24
7400-655585	Powder	can	24
7400-655375	Powder	can	12
7400-655399	Powder	can	12
8900-126800	Kit	ea	1
8900-126865-3	Kit	ea	1
8900-131750	Laboratory	ea	1
8900-922000	Tank	ea	2
8900-927750	Tank	ea	2
8900-936200	Timer	ea	1

Recommend that two (2) immersion type water heaters, Stock No., 4242-223090-151 be included with supplies on any future project.

A stock catalog description of all items of equipment and supply should be included on any future project.



(*) Not heavy enough

Appendix:

- I Table of Distribution PW-2
- II Roster of Personnel
- III Record of expenses and expendable supplies turned over to the administration to apply against labor bill.
- IV Drug Register


ROY W. DRISCOLL JR
1ST Lt, USAF
Detachment Commander

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HEADQUARTERS
WEATHER REPORTING ELEMENT 132.4.3.2, PROVISIONAL
Navy No. 824, Box 35, c/o FPO
San Francisco, Calif

CORRECTED
97th 1952
(JHC)

OPERATIONS ORDER
NUMBER 1-52

 App #1

Copy 14 of 25 Copy

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Headquarters
Wea Rept Elm 132.4.3.2, Prov
Navy 824, Box 35, c/o FPO
San Francisco, Calif

OPERATIONS ORDER NO. 1-52

(This order implements Annex B OP 4-52 ROLL-UP PLAN, TASK GROUP 132.4)

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

WREP 1 - BIKINI, Marshall Islands (Capt John O.U. Love, Jr.)
WREP 2 - MAJURO, Marshall Islands (Capt John W. Donahue)
WREP 3 - KUSAIE, Caroline Islands (1st Lt. Joseph W. McDaniel)
WREP 4 - PONAPE, Caroline Islands (1st Lt. Roy W. McKissack, Jr.)

1. GENERAL SITUATION:

This headquarters has been advised by the Commander Air Task Group 132.4 that another operation similar to Operation "IVY" (RESTRICTED) will follow to be known as Operation "CASTLE" (SECRET), and will be conducted during the autumn of 1953. Current information indicates that there will again be a requirement for Weather Reporting Facilities at MAJURO, KUSAIE, PONAPE and possibly BIKINI. Logistical action for "CASTLE" and ROLL-UP activities for "IVY" are interdependent and are being planned concurrently. Upon completion of Operation "IVY", all weather island supplies and equipment, except as indicated in paragraph 4, will be shipped to HICKAM AFB for storage and segregation into four (4) individual packages, one for each outlying weather island designated for Operation "CASTLE".

2. MISSION

Each Weather Reporting Element will roll-up their activity in accordance with the instructions contained in paragraph 3 and 4, and before the dates indicated in paragraph 3a(1) and 3b.

3. TASKS FOR SUBORDINATE UNITS:

a. WREP 1 will accomplish the following:

- (1) Pack, crate, document, ship and clear account of all property held from the Supply Officer, ENIWETOK. Shipment to ENIWETOK will be by LST scheduled to arrive BIKINI on or about K plus 4 days.
2 JWC
- (2) Pack, crate, document and ship all property held on AF Form 115 except as noted in paragraph 4. Shipment will be by LST to ~~MAJURO~~ *PEARL HARBOR, HI*. Shipment will be offloaded at ~~MAJURO~~ *PEARL HARBOR, HI* from whence it will be shipped to HICKAM AFB via surface means. Account will be cleared with the Project Officer at ~~MAJURO~~ *HICKAM AFB AWC*

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b. ~~WREP~~ WREP 3, and WREP 4 will accomplish the following:

Pack, crate, document and ship all property held on AF Form 115 ~~except as noted in paragraph 4.~~ Shipment will be by LST ~~to NAS KWAJALEIN.~~ ^{PEARL HARBOR} Shipment will be offloaded at KWAJALEIN ~~NAS~~ from whence it will be shipped to HICKAM AFB via surface means. Account will be cleared with the Project Officer at ~~KWAJALEIN~~ ^{HICKAM} NAS. LST will arrive at WREP 4 o/a K plus 9 days; WREP 3 o/a K plus 13 days; WREP 2 o/a K plus 16 days and at ~~KWAJALEIN~~ ^{PEARL HARBOR, T.H.} o/a K plus ~~16~~ ¹⁸ days.

x. GENERAL INSTRUCTIONS:

- (1) Buildings (prefabricated and fixed) will be brought to a high state of maintenance, painted and left on the premises they now occupy. Buildings will be closed and locked and keys turned over to the Civil Administrator, property owners, ranking U.S. Officer, whichever is appropriate.
- (2) Electrical fixtures and wiring in buildings will remain intact.
- (3) SCR-658, AN/FMQ-2, AN/FMQ-1 and all Meteorological Test Sets will be packed, crated and marked for shipment to SMAMA in accordance with instructions contained in paragraph 4.
- (4) Helium cylinders will be banded and marked for shipment to the NAS MOFFETT FIELD, CALIFORNIA in accordance with instructions contained in paragraph 4. Full cylinders will be tagged.
- (5) POL products and serviceable POL containers will be turned over to the Civil Administrators, property owners, ranking U.S. Officer or a combination thereof on Issue Slip, AF Form 446. Issue Slips will be prepared in six (6) copies. Unserviceable containers will be salvaged. Every effort will be made to exchange POL products for labor and services on a reimbursable basis.
- (6) Perishable products and food supplies will be disposed of in the same manner as POL products.
- (7) Broken lot supplies will be stored in buildings if unperishable or disposed of at the element commanders discretion.
- (8) Broken lot medical supplies will be disposed of in the same manner as POL products. Where drugs or narcotics are transferred or disposed of the element commander will so indicate in the drug and narcotic register.
- (9) Photographic films will be carried as TAT equipment to TINKER AFB.
- (10) Cameras will be shipped as Security Cargo.

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Serial will be forwarded to the commanding Officer, WREP 132.4.3.2 with a statement which certifies that the record is true.

- (12) Vehicles and power units will be prepared for salt water shipment, using the best materials available. All gasoline powered equipment will be drained of fuel prior to loading aboard LST.
- (13) Refrigerators will be packed and crated in original cases.
- (14) The SCR 399 and component parts thereto will be packed as originally shipped, and sealed with masking tape and tar or roofing compound.
- (15) All crates, cases and packages will be banded and will indicate whether contents are serviceable or unserviceable.
- (16) All crates, cases and packages will contain de-humidifying compounds if contents require such packing to insure serviceability.
- (17) Crystals will be returned to the 1810th AACS Group, HICKAM AFB, T.H., by each detachment commander on the return trip to the ZI.
- (18) The fork-lift now at BIKINI will be utilized to load equipment at PONAPE, KUSAIE and MAJURO. The detachment commander at MAJURO will be responsible for turning over the fork-lift to the Supply Officer, ~~WRE 132.4.3.2~~ ^{for retention at KWAJALEIN} for Operation CASTLE (SECRET). (S)
- (19) Bedding material will be laundered and packed in a manner to assure its readiness for subsequent operations.
- (20) Tentage and other canvas material will be spread and dried prior to packing.
- (21) Typewriter, calculators and similar equipment will be repacked and bolted to their original case.
- (22) Equipment which was shipped late will be retained at KWAJALEIN by WREP 132.4.3.2 and turned over to the Project Officer for segregation and further shipment to HICKAM AFB.
- (23) DUKW will be prepared for shipment as indicated in paragraph 3x(12) and turned over to the ~~AF~~ ^{ARMY} Supply Officer ENIWETOK.
- (24) Crash boat at KUSAIE will be returned with other equipment.
- (25) Items having more than one container per complete unit should be marked consecutively beginning with Box 1. (i.e. Box 1 of 19 boxes, etc.)

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a. Marking and Documentation: The procedures for marking and documenting cargo are set forth below. Weather Island equipment and supplies will be shipped to three locations, HICKAM AFB, SMAMA, and MOFFETT FIELD, NAS, CALIFORNIA.

(1) Service color marking and the appropriately colored X (Maroon X for PONAPE, KUSAIE and MAJURO. Orange X for BIKINI) will remain the same.

(2) Marking of containers for equipment to be stored at HICKAM AFB will be as follows:

TO: USA - AIR - IRON
FOR: CAPT MORRIS F. WILLIAMS
57th STRAT RECON SQUADRON
WEATHER ISLAND PROJECT OFFICER
HICKAM AFB
R-6998-(HI)(SI for Bikini)

(3) Marking of containers for equipment to be returned to the ZI depot:

TO: USA - AIR - SFPE
FOR: AF 901 CSD
SACRAMENTO AIR MATERIEL AREA
SACRAMENTO, CALIFORNIA
R-6998-HI (SI for Bikini)

(4) Helium cylinders will be marked as follows:

TO: USA - AIR - SFPE
FOR: RECEIVING OFFICER
NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA
R-6998-HI (SI for Bikini)

(5) Documentation will be on AF Form 104B. A minimum of 19 copies of all shipping documents will be prepared for each shipment. Shipping documents will be limited to the following information: Ship from, Ship to - mark for, no. of packages, weight, cube, description of contents, and quantity shipped. Distribution will be made as follows:

- (a) One (1) copy retained by the accountable or responsible officer pending return of validated copy from loading port.
- (b) Two (2) copies attached to the outside of the number one box of a shipment unit.
- (c) Two (2) copies airmailed to the consignee.
- (d) Fourteen (14) copies with shipment to the loading port for further distribution.

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Chargeable to 5733400 363-1000 P433. (1)-03 S33-600

- (7) A supply of Shipping Documents, AF Form 104B will be furnished each detachment. Shipping Documents will be cut on all supplies and equipment being returned. Facilities will be available at NAS, KWAJALEIN to duplicate Shipping Documents. Processing of Shipping Documents will be accomplished during the off-loading period at KWAJALEIN.

b. Transportation:

- (1) Transportation for the evacuation of the weather islands will be by LST. The LST will travel the following route:

Arr: Bikini	K plus 4*
Dep: Bikini	K plus 5*
Arr: Eniwetok	K plus 7* Off-load personnel and equipment consigned for Eniwetok
Dep: Eniwetok	K plus 9*
Arr: Ponape	K plus 11*
Dep: Ponape	K plus 13*
Arr: Kusaie	K plus 15*
Dep: Kusaie	K plus 16*
Arr: Majuro	K plus 19*
Dep: Majuro	K plus 20* (JNC) OFFLOAD EQUIPMENT.
Arr: KWAJALEIN	(JNC) K plus 22* Off-load all personnel and equipment

* Above dates approximate

(Note: PERSONNEL WILL BE AIRLIFTED FROM THE WEATHER ISLANDS)

- (2) Transportation of personnel from NAS KWAJALEIN to TINKER AFB will be by MATS airlift from KWAJALEIN to the ZI and either MATS airlift or rail to TINKER AFB.
- (3) Each detachment commander will be authorized a weight allowance of 400 pounds for TAT equipment and the element commander will be authorized 600 pounds for records and TAT equipment.

c. Transfer of Property Accountability:

- (1) To insure that weather island equipment will be retained for Operation "CASTLE", a Project Officer has been appointed who will be responsible for accepting the property of each detachment commander at KWAJALEIN utilizing AF Form 115 (UPREL).
- (2) Each detachment commander will insure that his UPREL is in order prior to arrival of equipment at KWAJALEIN in order to expedite the transfer of accountability to the Project Officer. All UPRELS will be checked with the brown line copy of the requisition retained by this headquarters which was prepared by Air Task Group 132.4 and which contains a record of all

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11 not be redeployed until hi. REL is cleared with the
Project Officer and all lost damaged or destroyed property
accounted for in accordance with existing USAF directives.

- (3) Copies of the original requisition which contain each detachments consumption rates of perishables and POL products will be turned in to Headquarters WREP 132.4.3.2 in order to establish requirements for subsequent operations.

5. COMMAND & SIGNAL MATTERS:

- a. Command Relationships: Annex "F", 6th Weather Squadron Operation Order 7-52 remains in effect.
- b. Command Post: Headquarters WREP 132.4.3.2 will be maintained at NAS KWAJALEIN until final redeployment. After final redeployment the Command Post will be:

Headquarters, 6th Weather Squadron (Mobile)
Tinker AFB, Oklahoma City, Oklahoma

WILLIAM S. BARNEY
Lt Col, USAF
Commanding

DISTRIBUTION:

<u>Organization</u>	<u>No. of Copies</u>	<u>Copy No.</u>
C.G. JTF 132 (ATTN: Comdr Pate)	1	1
C.G. ATG 132.4	1	2
Comdr MATS	1	3
C.G. AWS	1	4
C.O. 6th Wea Gp	1	5
C.O. 57th Strat Recon Sq	1	6
C.O. TSU 132.4.3	1	7
C.O. Wea Recon Elm 132.4.3.1	1	8
C.O. WREP 132.4.3.2	1	9
Det C.O. WREP-1	1	10
Det C.O. WREP-2	1	11
Det C.O. WREP-3	1	12
Det C.O. WREP-4	1	13

OFFICIAL:

Joseph H. Carpentier
JOSEPH H. CARPENTIER
Major, USAF
Deputy Commanding Officer

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APPENDIX TWO (2)

Attached are the climatological forms used by the Checking Section of this headquarters to document weather data during Operation "IVY"(RESTRICTED). The form titled "Surface Weather Observations" is a revision of the type of form used for Operation "GREENHOUSE", and was printed at Tinker AFB in sufficient quantity to be used for future operations. The other forms have no identifiers of where or by what agency they were printed. Sufficient quantities of these forms are not available for future operations.

ATTACHMENTS:

- 1 cy "Surface Weather Observations" (Air Force-CC-200-12-11-52)
- 1 cy "Winds Aloft Observations"
- 1 cy "Mandatory Levels"
- 1 cy "Significant Levels"

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WINDS ALOFT OBSERVATIONS

[illegible]

[illegible]

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[illegible]

[illegible]

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[illegible]

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PER AIR OBSERVATIONS

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MANDATORY LEVELS

[illegible]

IRCRAFT SOUNDINGS

[illegible]

HEADQUARTERS
WEATHER REPORTING ELEMENT 132.4.3.2, PROVISIONAL
Navy No. 824, Box 35, c/o FPO
San Francisco, Calif

SPECIAL ORDERS)
NUMBER 3)

25 October 1952

1. The fol pers WP o/a 27 Oct 52 fr Eniwetok, APO 187 to Kwajalein, Navy 824, to arr NLT 1200 hrs 28 Oct 52, on TDY of aprox fourteen (14) days for the purpose of providing wea sv thereat, DPUO, and upon compl TDY, will, sooner rel, will rtn proper dy sta, Eniwetok, APO 187:

*MAJ VERU C ATHEY	AO 431 838
MAJ WILLIAM P MOORE	AO 274 388
CAPT EDWIN B DICKSON	AO 576 431
CAPT JOHN E HUGHES	AO 443 475
*WOJG BONAS RUD	AO 200 085
TSGT WILLIAM J DEFORIST JR	AF 12 225 387
A/1C WILLIAM L MATHEWLY	AF 15 438 784
**A/2C CURT M ANDERSON	AF 16 387 024
A/2C ROBERT M BRUMBAUGH	AF 19 393 086
**A/2C GEORGE M JOHNSON	AF 19 400 334
**A/2C LLOYD F JIMSEY	AF 19 417 277
**A/2C MAX A LEASON	AF 12 364 796
**A/2C HAROLD R WAINSCOTT	AF 15 449 120
**A/3C HARRY C DEAN	AF 14 432 683
**A/3C RICHARD C FRIDDLE	AF 16 386 103
**A/3C ROBERT W NEVEAR	AF 16 357 162
**A/3C DONALD R WHITMAN	AF 17 320 875

TEMA: MATS. No funds involved.
AUTH: AFR 35-52, Ltr fr TSU 132.4.3, Prov., Subj: "Auth to Issue SO and Ltr Orders", dt 26 Sep 52. Serial 020. TDY TDN.

* Officer-in-charge.
** With concurrence, CO, 15th Wea Sq.

BY ORDER OF LT COL BARNEY:

OFFICIAL:

JOSEPH H CARPENTIER
Major, USAF
Deputy Commanding Officer

Joseph H. Carpenter
JOSEPH H CARPENTIER
Major, USAF
Deputy Commanding Officer

DISTRIBUTION
A

APP #3

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**HEADQUARTERS
6TH WEATHER SQUADRON (MOBILE)
TINKER AIR FORCE BASE
OKLAHOMA CITY, OKLAHOMA**

**SPECIAL ORDERS
NUMBER 74**

E X T R A C T

3 September 1952

15. Fol pers this orgn & sta WP at proper time to Travis AFB, Calif to arr NLT 2400 hr 12 Sep 52 for further mv outside CLUS at the dir of CG, PAE on shpmt 6998-RI to final dest indicated below on TDY of aprx one hundred fifty (150) days for purpose of providing wea &/or admin spt to TG 132.4, Prov. DOPF TG 132.4 Prov. Upon arr final dest pers, w/exception of LT COL RAYMOND B GIRARDO AO437706, w/b atch to Wea Rept Elm 132.4.3.2, Prov for rat, qrs & admin & to JTF 132 for opr & logistical spt. Upon compl TDY nec mv instr WBI by CTG 132.4, Prov to rtn pers to apropr POD & thence to proper dy sta. CIPAP. Status of scty clearance as indicated.

<u>GRADE</u>	<u>NAME</u>	<u>SV NO</u>	<u>FINAL DEST</u>	<u>SCTY CLEARANCE</u>
LT COL	WILLIAM S BARNEY	87204	FLEE	FINAL TOP SECRET
*LT COL	RAYMOND B GIRARDO	AO437706	FOGS	FINAL TOP SECRET
MAJ	JOSEPH H CARPENTIER	AO436760	FLEE	FINAL SECRET
M/SGT	WILLIAM R HICKMAN JR	AF14241849	FLEE	INTERIM TOP SECRET
T/SGT	DONALD M GARNETT	AF38192624	FLEE	FINAL SECRET
S/SGT	WILLIAM H THOMAS	AF35038264	FLEE	FINAL SECRET
A/1C	ROGER D BURCHFIELD	AF18350509	FLEE	FINAL SECRET
A/1C	MICHAEL J NEMETZ	AF15361878	FLEE	INTERIM SECRET
A/1C	CHARLES E SMITH	AF12350383	FLEE	FINAL SECRET
A/1C	GEORGE G WILSON	AF18383811	FLEE	FINAL SECRET
A/2C	GENE O CURBOW	AF18410677	FLEE	INTERIM SECRET

Tvl via mil & coml acft, rail &/or bus auth w/i CLUS. Tvl via mil acft fr PAE to FLEE is dir; tvl via coml acft auth outside CLUS when nec due to non-availability of mil acft for effcy in accomplishment this msn. Per diem w/b pd IAW JTR 22 Dec 50 & instr fr Hq JTF 132. Cost of tvl & per diem fr home sta to & rtn fr os loc is chargeable to 5733400 365-7106 P458.6-02-03 S34-601 Acct No 1825. Copies of pd vou w/b furn CG, OCM, Tinker AFB, Okla. Per diem payable for pd at os loc is chargeable to 2132020 21-4100 P1727-02 S88-020. Copies of pd vou w/b furn Compt, TG 132.4, Prov, Kirtland AFB, Mex. Indiv red & MPR for pers this shpmt plus indiv red & MPR for pers of shpmt 6998-HI, 6998-SI & 6998-TI plus indiv red less MPR & AF Fm 309 for pers of shpmt 6998-PI will accompany to fwd area IAW PAE msg TAFB7 SQP 210 DTG 221627Z Jul. Indiv, orgnl &/or personal firearms will not be taken. Depn will neither accompany nor jn pers at PAE. Imm were compl IAW Ltr Hq JTF 132, File "A" 700, subj: "Waiver of Imm", dt 13 Feb 52. Eighty (80) lbs bag auth when tvl via mil acft per msg JTF 132, Cite No 13399, DTG 152033Z Jul. Clothing & equip will accompany to PAE. Overcoat, blanket & footlocker removed fr list of mandatory clothing & equip alw UP msg AWS DM5181, DTG 212033Z Jul. AFR 182-11 w/b complied w/. Pers will notify correspondents of correct address

[REDACTED]

App #4

BEST AVAILABLE COPY

Name, Rank, Sv No
Weather Reporting Element 132.4
FPO 824, c/o Postmaster
**APO 187, c/o Postmaster (Lt Col
San Francisco, California

Two (2) copies of this order w/b fwd w/i twenty-four (24) hr
issuance to Hq TG 132.4, Prov, Kirtland AFB, NMex. Auth: AFR 35-
AWS (MATS) USAF, File AWS DPL 370-5, subj: "(Uncld) MO, Wea Recon
Prov (132.4.3.1); Wea Rept Elm, Prov (132.4.3.2)" dt 7 Jul 52. T
*Indicates off auth approx three (3) days TDY at Hickam AFB, TH for
of coordinating wea matters w/the Wea Cen, that sta. Upon arr fil
off w/b atch to Wea Rept Elm 132.4.3.2, Prov for admin; to TG 132
for rat & qrs; & to JTF 132 for opr & logistical spt. **Correct
for Lt Col Girardo only.

BY ORDER OF LIEUTENANT COLONEL BARNEY:

OFFICIAL:

RAYMOND T. GUSNARD
2nd Lt, USAF
Adjutant

/s/Raymond T. Gusnard
/t/RAYMOND T. GUSNARD
2nd Lt, USAF
Adjutant

DISTRIBUTION: A

A CERTIFIED TRUE EXTRACT COPY:

Joseph H. Carpenter
JOSEPH H. CARPENTIER
Major, USAF
Deputy Commanding Officer
Wea Rept Elm 132.4.3.2, Prov

BEST AVAILABLE COPY

Base: PW 15, SO 74, Rq 6th Med Sq (Mob), Tinker AFB, Okla

USRF 300.4 (3 Sep 52) 1st Ind

HQ TEST SERVICES UNIT 132.4.3, PROV., Navy No. 324, Box 35, c/o FPO, San Francisco, California, 16 November 1952

TO: John J. Doe, AF 18 350 311, Weather Reporting
Element 132.4.3.2, Provisional, Navy No. 324

1. Having arr this sta (Date) for TDI, you will dept this
sta (Date) for Tinker AFB, Okla.

2. TELMA. MATS. A/Fr # USR-EMA-2DX-2011-R412. Bag Ltr bsc.

3. Govt qrs were aval.

4. AUTH: TG 132.4, Prov. Ltr, File AGA 370, Subj: "Auth to Issue
Instrs Rtrng TDI Pers to Home Sta", 17 Nov 52.

BY ORDER OF COLONEL NELSON:

/s/Marion E. Atkinson
/t/MARION E. ATKINSON
Capt, USAF
Adjutant

DISTRIBUTION
"A"

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App #4