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AWS DO

OCT 5 1953

SUBJECT: (UNCLASSIFIED) Report on Trip to Forward Area

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TO: Commander
JTF Seven
ATTN: Staff Weather Officer
Washington 25, D. C.

1. In accordance with T.O. 139, Headquarters JTF Seven, 25 August 1953 the undersigned made a trip to the forward area and other points in the Pacific to coordinate weather matters involving weather support for JTF Seven operations.

2. General Comments. Satisfactory agreements or understandings were reached with Air Force units concerning weather matters involving the following items:

- a. Radio teletype transmission of weather data.
- b. Weather reconnaissance.
- c. Space allocations for weather central and appropriate arrangements.
- d. Operational control of existing weather units which will come under control of JTF Seven weather units.
- e. Assistance from Tokyo Weather Central.

3. Action Items:

a. No weather observations other than those obtained by aerial reconnaissance will be available in the immediate vicinity of Bikini except those from Navy ships. It is strongly recommended that the USS Biroka and USS Curtis be required to make regular surface and upper air weather observations and such special observations as are required by JTF Seven Weather Central. Upper wind observations should be made by electronic means if feasible.

DEPARTMENT OF ENERGY DECLASSIFICATION REVIEW	
1. CLASSIFICATION BEING REVIEWED	2. DETERMINATION (CIRCLE NUMBER)
3. CLASSIFICATION CHANGED TO:	4. AUTHORITY:
5. COORDINATE WITH:	6. DATE:
7. CLASSIFICATION CANCELED	8. DATE:
9. CLASSIFIED INFO BRACKETED	10. OTHER (SPECIFY):

10/8/80
declas per OAD ltr dtd 10/8/80



4-4-2

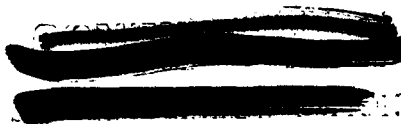
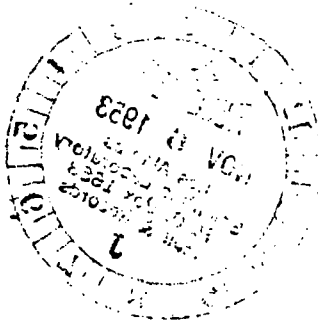
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AWS DO

Subj: (U) Rpt on Trip to Forward Area

b. AACS cannot at this time assure reliable reception of the Tokyo facsimile transmissions at Eniwetok. Assurance should be obtained that this broadcast can be received aboard the USS Estes. Approximately forty (40) transmissions will be received daily. An adequate supply of facsimile paper should be available aboard the Estes.

HERSCHEL H. SLATER
Lt Colonel, USAF
Commander, JTF Seven
Weather Central



[REDACTED]

16 OCT 1953

SUBJECT: Report on Survey Trip to Outlying Weather Islands (UNCLASSIFIED)

TO: Commander
Joint Task Force Seven
ATTN: Lt Col Carlos D Bonnot
Washington 25, D C

1. AUTHORITY

Under provisions of Joint Task Force Travel Order Number 140, dated 25 August 1953, I departed Tinker AFB, Oklahoma City, Oklahoma 0330 CST, 4 September 1953 on a survey trip to the outlying weather islands.

2. PURPOSE

The purpose of the trip was to investigate the living conditions on the island of Rongerik, Majuro, Kusaie, and Ponape; inspect the condition of buildings used previously by JTF units; coordinate rawinsonde procedures with the Navy at Kwajalein and the 57th Strategic Recon Squadron which controls the rawinsonde stations at Johnston Island and Eniwetok; and coordinate supply procedures for the WREP at SMAMA, Hickam AFB, and Eniwetok.

3. NARRATIVE

Major R H Hebner, Task Group 7.4 Liaison Officer, SMAMA was contacted 4 September at Sacramento. Copies of Weather Islands Supply Requirements List were given to him for advance information. The general plan and procedures for supply of the weather islands was discussed thoroughly. No changes in the original plan as outlined in Task Group 7.4 Operations Order were considered necessary at that time. Major Hebner requested that I investigate the condition of the 22' boat used at LAZY on the previous operation. It had been reported as reparable by AF 714 SO at Hickam AFB but the bid for the repairs was \$1800.00. Major Hebner believed that the cost of replacement parts had been included in the repair cost which is contrary to existing Air Force directives. Major Hebner also gave me a list of personnel to contact at Hawaii.

[REDACTED]

[REDACTED]

[REDACTED]

WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)"

Upon arrival at Travis AFB, Major Bettis, JTF Liaison Officer, was contacted and arrangements made for further transportation by MATS to Hickam AFB. Also, on the basis of information from Major Hebner, a movement schedule for WREP personnel was prepared. Lt Col Slater, Commander, Weather Central Element, Provisional, arrived 6 September at Travis AFB. He and I consolidated our movement schedules and sent them to Lt Col Barney, Commander, 6th Weather Squadron (Mobile), Tinker AFB, Oklahoma along with a report on supply procedures agreed upon with Major Hebner. Col Slater and I arrived at Hickam AFB 8 September where we were met by Lt Col Stanley, JTF Liaison Officer. Col Stanley arranged for transportation to our quarters at Fort DeRussy and a conference with Lt Col Bonnot, JTF Staff Weather Officer, who had arrived the day previous from Washington 25, D C.

Early next morning, Col Bonnot, Col Slater, and I journeyed to Wheeler Field for a conference with Dr Palmer and officers of the Cambridge Research Center, who are studying tropical meteorology at that location. The major topics of discussion was determination of size and charts to use in the Weather Central. Points concerning my organization (WREP) were observing procedures and necessary supplies. Both of the latter were readily agreed upon by all concerned. After a weather briefing, Col Bonnot and I visited Captain Knickerbocker, USN, JTF Seven J-4 at Fort Shafter. A major point discussed was a request that the Commander of the LST which will transport weather island equipment to and from the islands, be requested to sign for the equipment on a manifest by boxes. This is desired since it has been found that some of the equipment on previous operations disappeared during the transportation process. Other relatively minor problems were discussed and readily agreed upon. After lunch at the MATS Terminal, Col Bonnot and I visited the 57 Strategic Reconnaissance Squadron. To my surprise, I found that I was considered somewhat of an authority on rawinsonde operations since I came from the 6th Weather Squadron (Mobile) which has produced some outstanding rawinsonde results during the past year. Some of the simple procedures we have been using was of great interest to them. However, since much of the discussion which developed later had little significance concerning WREP operation, I left to visit the base supply officer who holds all of the previous weather island equipment. I met Captain Walker the BSO, but most of the rest of the afternoon discussed the equipment with Mr DeFord, the chief civilian in Base Supply. I made arrangements to see the equipment the next morning. The next day, Mr DeFord introduced me to Mr DeMello, who had been appointed project officer for the weather island equipment. Mr DeMello has been personally in charge of the segregation, inventory, inspection, and reconditioning of all the equipment. I had previously been informed that considerable delay had been encountered in appointing someone for the above purpose and was greatly

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WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)"

surprised to find that Mr DeMello and his assistants had performed the duty in a superior manner for such a short period of responsibility. Proper inspection by competent inspectors had been made, non-useable items condemned, a thorough inventory and segregation by islands made, and all locally repairable items either repaired or in the process of repair. Crating had been accomplished in an excellent manner and suitable for our operation. However, very few boxes were actually completed since a considerable shortage exists, chiefly of small items as TMs and expendable supplies. Complete action cannot be accomplished until these shortages arrive from the ZI Depots. The 6th Weather Squadron (Mobile) received a copy of the inventory and shortages just prior to my departure and I was aware that the inventory had been made but was totally unprepared to observe such excellent accomplishment of the task. Mr DeMello reviewed problems encountered and anticipated problems in handling the equipment until it is loaded aboard the LST and the BODY equipment shipped to Eniwetok. Lt Dempsey, Supply Officer of the 57th Strategic Recon Sq, accompanied me on this visit to Base Supply. He had made a hobby of boating. We next inspected the 22' Chris-Craft boat which was used during the last operation at Kusaie. Mr DeMello said that it was necessary to request bids from civilian companies for repairs of the boat and the low bid was \$1800.00. Naturally, since it was a civilian company, all replacement parts were figured into the total repair cost. It appeared that the boat may have been dropped when it was unloaded from the LST or perhaps in movement from the port to Hickam AFB since all planks of the hull were broken near the aft section. Throughout the rest of the boat, nearly every plank in the boat had a major crack or break. Lt Dempsey and I went over the civilian companies detailed repair report and decided that it would be uneconomical to repair the boat. The entire hull would have to be replaced. I sent a message to Major Hebner later that day with our opinion. I also inspected the helium cylinders (500) held in storage. They were stored in the open and the large cap threads were rusted but not in an advanced state. All cylinders had been tested with a pressure gauge for the correct amount of helium some three months previously and found to be correctly filled. I requested that the large cap threads be greased (contrary to AF regulations for gas-filled containers, since helium is inert, I considered this essential for protection of the cylinders) and that while they were greasing the threads to retest the helium pressure. Mr DeMello and I discussed supply procedures to be used in handling all the equipment and I made an appointment to have a conference with Captain Walker, BSO, the next morning so that we could have a general agreement on all procedures. The 57th Strategic Recon Squadron held a party for Col Bonnot, Col Slater and myself that night at Wheeler Field. For some strange reason we did not eat supper and found only hors d'oeuvres and Hawaiian punch to satisfy our appetites. All the officers and their wives of the Squadron and personnel of the Cambridge Research Center were there and it was a delightful party.

Very interesting!

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53-24

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WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)"

The next day, I spent most of the morning with Captain Walker and Mr DeMello in the conference previously arranged.

The agreements reached were as follows: AF 714 SO will:

- (1) Crate all weather island equipment in sturdy crates or boxes using new crating material or the equivalent (I insisted on this since the same crating material will have to be reused.)
- (2) Construct all crates or boxes approximately 4 by 4 or multiples thereof to facilitate the loading and unloading operation especially at the weather islands and to prevent loss of small packages.
- (3) Limit the maximum weight of individual packages to 3500 pounds as far as possible. (The load limit of the fork lift with the equipment is 3500 pounds.)
- (4) Label the outside of the packages only with the code name of the island and the box number. (This will prevent loss by pilferage since the contents will not be known.)
- (5) Prepare a control register of the contents of each package and all packages. Copies to be distributed as follows:
 - (a) One - Commander, WREP
Two - AF 714 SO
One - Island Commander, WREP
Two - Each Box or Crata
- (6) Prepare a shipping list by packages only with distribution as follows:
 - (a) One - Commander, WREP
Two - AF 714 SO
Two - Island Commander, WREP
Two - LST Commander

This shipping list will be checked off by both the LST Commander and the Island Commander, WREP, as it is loaded aboard and unloaded from the LST. This safeguards the equipment aboard the LST.

- (7) Stop packaging of weather island equipment until the arrival of a WREP Supply man and the receipt of the new weather island supply requirements list. The WREP supply man and Mr DeMello will
- [REDACTED]**
- [REDACTED]**

53-38

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WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)"

carefully check each item and component thereof into each package using the control register as a check sheet. This will insure against discrepancies between the AF 714 SO packing list and items found in the boxes when off-loaded at the weather islands.

- (8) Package island equipment by AF Classes as much as possible.
- (9) Have all tools necessary for uncrating and immediate temporary construction in one or two boxes. The WREP Supply man will assist in this preparation.

The WREP Commander will:

- (1) Secure JTF approval of supply agreements reached.
- (2) Furnish the supply man as in b, 7, above.
- (3) Send an advance copy of the new weather islands supply requirements list to AF 714 SO as soon as practicable (accomplished.)
- (4) Find out from Major Hebner and notify AF 714 SO the following information:
 - (a) How will supplies for the weather island packages from the ZI be marked and to whom will it be consigned (accomplished).

What will be the cut-off dates for water shipment and for air shipment to Hickam (still undetermined.)

What items will go direct to FOGS (Only items missing cut-off dates.)

What items will not go to Hickam by the cut-off dates so that the packages may be closed and listed as incomplete (Major Hebner will prepare this list.)

That afternoon Colonel Bonnot, Colonel Slater and I visited Mr Cartwright of the Honolulu Weather Bureau at the Honolulu Airport. Item of interest to WREP was working arrangements between USWB personnel and WREP personnel at Majuro and Ponape.

Later, Colonel Bonnot and I visited Frank A Midkiff, High Commissioner of the Trust Territories. Colonel Bonnot explained to Mr Midkiff the purpose

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WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)"

our visit and Mr Midkiff furnished us with the names of civil administrators at Majuro and Ponape and all available information on those and the other islands. Mr Medcalf indicated that on the previous operation, all relations between the WREP personnel and the island peoples was very satisfactory and that they would welcome the return of the WREP personnel.

The 57th Recon Squadron was making a flight to Eniwetok on 13 September and invited Col Bonnot, Col Slater and myself to go along with them. He accepted which gave us one day of leisure in Honolulu.

We departed approximately 1400 LST and after one 2 hours stop at Johnston Island arrived at Kwajalein 0400 LST. Captain Zackee, JTF Seven Liaison Officer met us and arranged for quarters for Colonel Bonnot and myself, where we slept soundly until 0700. Captain Zackee awakened us and took us to breakfast at the Officers Mess, which consisted of two cold storage eggs cooked to order with the usual accessories. I strongly suspect that my cold storage eggs had become warm for at least a considerable period of time. I was unable to consume them entirely. Heading back toward headquarters, we ran into Col Slater and members of the 57th SPS crew. They had engine trouble and didn't leave at 0500 as they had planned. Colonel Slater then decided to go with us on the PBM to visit Rongerik and later to Eniwetok.

Colonel Bonnot and I then visited the Base Executive Officer, Captain Sooy. Captain Sooy is a man with a very warm personality and seemed extremely interested in our mission. He made arrangements for our PBM visits to the islands and took us in to meet Admiral Clarke who was very friendly and anxious to assist us in any way possible. I was greatly impressed by the general attitude of cooperation and friendliness of all the Navy personnel at Kwajalein.

Later we met Commander Lyon, who was in charge of the PBM section charged with transporting us to the islands. I requested that he obtain someone familiar with LST operation to go along on the flight to Rongerik so that we could choose the proper island in the atoll for at least planning purposes. Lt Comdr Grey was selected. We departed at 1000 and arrived at Rongerik Atoll about one hour later. We landed in the lagoon which is approximately 10 miles in diameter after observing all the individual islands several times from an altitude of about 1000 feet. Due to the coral formations surrounding the other islands, Lt Comdr Grey said that Eniwetok Islands, the southernmost island, was the only one suitable for LST beaching. We taxied to within fifty yards of the northwest side of the island and rowed ashore in a rubber liferaft. We found the center of the northwestern side of the island excellent for LST beaching and landing. This side of the island has a high (30') sand dune some fifty feet from the water beyond which is dense vegetation mainly composed

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[REDACTED]

[REDACTED]

WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands (UNCLASSIFIED)"

of trees similar in size, shape and color to fig trees. (These may be breadfruit trees, as I am not familiar enough with such flora to say.) The terrain of the main portion of the island was very uneven varying about fifteen feet in rolling mounds. The eastern side of the island and the southern and northern tips did not have as dense vegetation as the western side. Since personnel of the G.6 program will be with us on the island, and their equipment must be more than one-half (1/2) mile from the radio transmitter, I believe that it would be best to bulldoze a supply dump area next to the beaching area and bulldoze a road directly across the island and then along the eastern side to each end. A diagram, based on this concept is attached to this report. Upon departure, we again flew over the island several times at low level. We landed at Eniwetok where we left Lt Colonels' Bonnot and Slater and returned to Kwakalein just after dark.

We departed early the next morning for Majuro Atoll and landed on the strip thereafter a two hour flight. Mr Marion E Wilds, who was temporarily in charge of the Majuro District, met us at the aircraft. The landing strip is in good shape and entirely suitable for C-47 operation.

Mr Wilds took me to his office where we had a meeting with his assistant, Mr C J Kunz, the Communications Officer, and Mr Edward Fisher, the Public Works Officer. The consensus of opinion was that there might be a housing shortage and a water shortage during the spring months of 1954. (A letter has since been written to the High Commissioner of the Trust Territories requesting confirmation of these possibilities.) (Major Hebner has been apprized of the water shortage problem and is investigating the possibilities of obtaining a water distillation unit for Majuro). The building erected by a former JTF unit on the island was in good condition requiring only minor repairs. One other quonset building with a concrete base is available for our immediate use as a warehouse.

*Summit
too.*

We departed just before noon for Kusaie. The flight clerk prepared the usual hamburger, string beans, etc, fried in deep fat in the ships galley. Though deep fat cooking does not agree with my own concept of a tasty repast, it's quantity was more than ample and a welcome relief from the usual box lunch.

Arriving at Kusaie, we circled the island several times. The landing area (lagoon) is on the south side and since the wind was from the southeast, the approach had to be made through a pass which was about 1500 feet high between two much higher hills and the remainder of the approach made at about a 30 degree angle into the lagoon. If the angle is more shallow, the aircraft will overshoot and another attempt at landing made which is what happened in our first attempt. Kusaie is a ruggedly mountainous, heavily vegetated island.

[REDACTED]

[REDACTED]

53-34

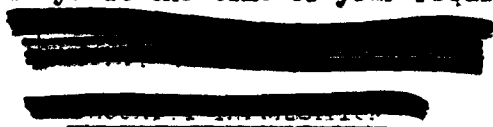


WREP Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)

A couple of the Navy crew were delighted with the sight of such terrain since they had not seen any land over ten feet in elevation in over a year on Kwajalein. We taxied up to within about fifty yards of the island dock which is constructed of stone and the natives came out in their outrigger canoes to meet us. [REDACTED], a white civilian trader, came down to the dock to greet us. While the Navy personnel traded with the natives for fresh fruit and native crafts, [REDACTED] and I visited [REDACTED], the only other white person on the island, and the WREP buildings. [REDACTED] and Mr [REDACTED] were using the buildings for storage of copra, but had kept them in excellent condition. No repair work will be necessary on the buildings. The water supply and other living conditions are considered excellent.

We departed from the lagoon using JATO which was a novel experience in my flying career though not as sensational as I had been led to believe. In three hours we were back at Kwajalein where we made a night landing.

The next morning we departed for Ponape at 0630. Due to syphoning gasoline we were forced to land at the Lae Atoll lagoon to break the syphon. This was quickly done and we landed at Ponape about 1100. Mr H M Hedges, the District Administrator, met us at the seaplane ramp. The ramp is located on a small island within the largest lagoon about five miles to the northeast of the main island. Mr Hedges took us in to the main island on his power launch. This required about forty minutes each way. Mrs Hedges had prepared lunch for the officers of the party, which included a native dish. Their home was a remodeled double quonset in which I felt very much at home since I completed a tour of duty on Guam recently. We visited the WREP buildings which were all in excellent condition. The water supply is adequate and the power supply is improving since new generators for the island are being installed. Mr and Mrs Hedges were gracious hosts and we enjoyed the visit to the extent that we had to land at Eniwetok after dark. Lt Colonel Bomnot and Slater were on hand to meet me along with Captain N C Clark, the Base Weather Officer. Many operational problems were discussed that evening and the next morning with Captain Clark, I contacted Major C G Fraser, the Base Supply Officer, the next morning and discussed tentative arrangements on the BODY supplies which would arrive at Eniwetok from Hickam. Major Fraser introduced me to Colonel Starkey and supply matters were further discussed. No great difficulties were expected to be encountered there. Colonel Slater, Colonel Bomnot and I left Eniwetok aboard a MATS C-54 for Kwajalein at 1000 and landed two hours later. We again visited Captain Sooy and reported on the visits to the islands verbally. Later the three of us had a conference with Major Goldman of the AACS Squadron there and discussed communications matters. The WREP Communications present no problems. The Facsimile Weather Chart transmission from Tokyo at the time of year required is the greatest difficulty.



53-34

~~TOP SECRET~~

WREP, Comdr, Subj: "Report on Survey Trip to Outlying Weather Islands
(UNCLASSIFIED)

I departed Kwajalein at 1830 and arrived at Hawaii late the next morning. Colonel Stanley's representative met me as soon as I was able to go through the Customs Inspection. Colonel Stanley arranged for my departure to Travis that evening at 1830. I called the High Commissioner of the Trust Territories and Mr Cartwright of the USWB but both were out. Short messages were left with their secretaries to the effect that their people on the islands had been most cooperative. The next morning I was at Travis AFB. Major Bettis' Assistant called Major Hebner at SMAMA but was informed that he had gone to Albuquerque for several days. Since I planned a trip to Albuquerque on Monday, if possible, I decided that I would see him there. My trip was completed early the next morning with my arrival at Oklahoma City, Oklahoma. (See Inclosure # 3, Trip Itinerary.)

4. SUMMARY

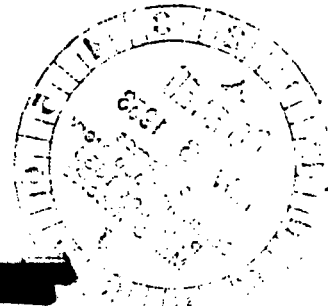
The survey trip was very profitable especially concerning supply matters. I believe that the supply procedures established as a result of the visit will result in a minimum of losses and confusion during the operation. A visit to Task Group 7.4 and Major Hebner has since been made and verbal approval and agreement obtained. A letter has been written to Captain Walker, BSO, Hickam AFB, to finalize these procedures. (See Inclosure # 2.)

The new island Eniwetak in the Rongerik Atoll is believed to be entirely suitable for our operation and meets all the requirements of the 6.6 people. A number of additional personnel could be accommodated on this island but would be very limited by the present planned water and food supply. Lt Colonel D F Prickett of Task Group 7.4, which has the 6.6 program, has since visited this unit and has been given all information concerning the island. They will arrange for a large bulldozer to construct the roads and operating sites. All missions of the trip were accomplished.

3 Incl
1 Diagram, Eniwetak Island
Rongerik Atoll
2 Letter to Capt Walker, BSO
3 Trip Itinerary

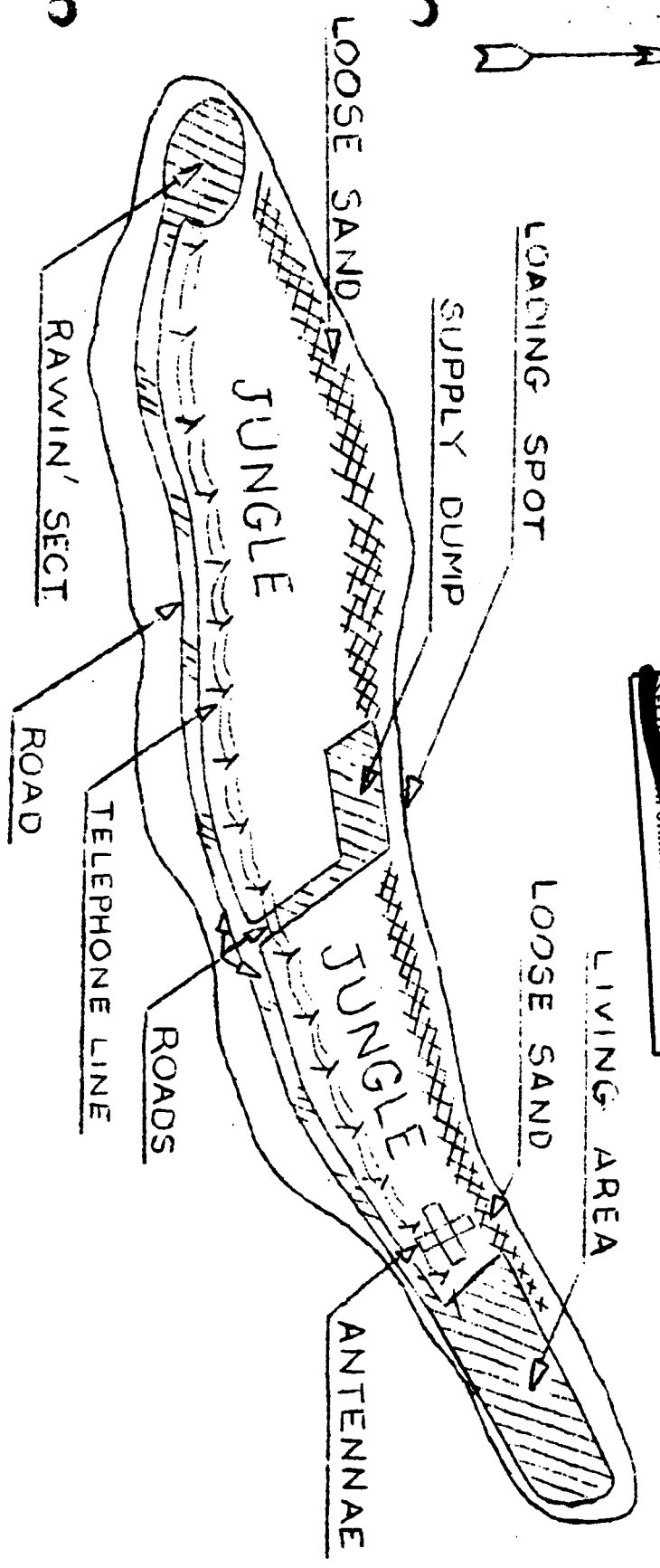
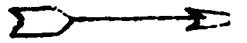
FELLIE F ROBINSON
Major, USAF
Commander, WREP

Copy Furnish:
Comdr, Test Services Unit
Comdr, 6th Wea Sq (Mob) w/ Incls



53-38

SECURITY INFORMATION



AC-55

INCLOSURE #

SECURITY INFORMATION

ENIWETAK I
 (RONGERIK)
 1 1/4 MILES STAT.

1-3-69b-5

PRIVACY ACT MATERIAL REMOVED

[REDACTED]

AF 714 SO
APO 953
c/o Postmaster, San Francisco, California
ATTN: Captain J. D. Walker

Dear Captain Walker,

I just returned from a visit to TG 7.4 at Albuquerque and Major Habner, JTG Seven Supply Liaison Officer at SWAMA in which I discussed the procedures we agreed upon during my recent trip to Hawaii.

The procedures have been verbally approved by Colonel Hawley TG 7.4 8-4 as outlined below:

1. Two WREP airmen, A/1c [REDACTED] and S/Sgt [REDACTED], will arrive approximately 19 October 1953 at Hickam AFB to assist Mr. De Mello in handling WREP equipment and will check line items into the boxes with Mr De Mello on duplicate lists.

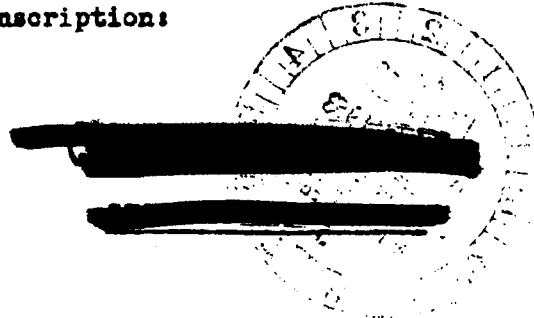
2. A control register will be made in six (or more) copies on all items checked into shipping boxes. Distribution will be 2 copies each box, copies (as required) AF 714 SC, 1 copy Detachment Commander Weather Island to which box is consigned, 1 copy to WREP Commander.

3. Shipping documents should be prepared on each item from AF 714 SO to AF 9001 SO, AF 9002 SO, AF 9003 SO, AF 9004 SO. Distribution should be 1 copy inside each box, 1 copy Commander Weather Island concerned, 1 copy Headquarters WREP, copy (as required) AF 714 SO.

4. All shipping boxes should be 4'x4'x4' or 4'x4'x8' or as near to those sizes as possible but not over 3500#. This is requested to facilitate unloading and loading at the weather islands and as a safeguard against possible losses or overlooking of small packages.

5. All crating lumber should be new or as serviceable as new lumber since all crating will be used again for identical items upon completion of the operation and will be used for shipment to the ZI.

6. All boxes and crates will be labeled on one end and one side with the following inscription:



PRIVACY ACT MATERIAL REMOVED



X (Maroon X 4" high)	(Colored circle 6" diameter)
BOX # 1	BODY
(cubage)	(weight)
	(caution label if appropriate)
	RED - BODY, ORANGE - LAIT
	GREY - LAZY, GREEN - BUSH

7. All documents will be placed inside each box in accordance with paragraph 6, c(4), AFWEX C APNDX 2, Task Group 7.4 Operations Order 1-53, dated 15 August 1953.

8. Two cutoff dates will be established for shipments from ZI to Hickam. (One for water shipment and one for air shipment.) These dates will be sent to AF 714 SO as soon as they are established.

9. A list of items, that will not be sent to Hickam AFB due to being sent from the ZI after the cutoff dates, will be sent to AF 714 SO. When this list arrives, packages at Hickam may be completed for shipment to island destinations with the missing items noted appropriately.

10. All items shipped after the cutoff dates will be shipped to FOGS BSO for further shipment to the appropriate weather islands.

11. Food and POL products for LAIT, LAZY, and BUSH will be obtained from the Honolulu Army Port and shipped from that location to the islands aboard the LST. Food and POL products for BODY will be obtained from the Army Supply Officer at FOGS and shipped from there for BODY aboard the LST.

12. WREP Detachment Commanders and their supply men will arrive at Hickam AFB approximately 13 November to become familiar with the packages and equipment and to expedite handling the equipment.

13. The LST Commander will accept the boxes for the islands on manifest. This list should be by box number and island code name only.

14. Each box or package will be checked on and off the LST by the LST Commander and Lt. McDaniels on separate lists. A copy of each list will be furnished, AF 714 SO, the Detachment Commander of the appropriate island and Headquarters, WREP.

15. As soon as practicable after arrival at the island, the Detachment Commander and his supply man will pick up all items on the UPREAL. In no case will this be accomplished later than four weeks after arrival at the island. Technicians of all categories will be utilized to establish that the equipment is complete and as listed on the shipping documents. Discrepancies will be forwarded to Commander WREP as soon as noted.

16. Each entry on the UPREAL will be supported by a report of survey, shipping ticket, or a certificate of expenditure as appropriate which will be maintained in a jacket file with the UPREAL.



[REDACTED]

17. Upon roll-up all items will be shipped to AF 901 ISO SMAMA. Roll-up instructions will be prepared by this and higher headquarters at a later date

18. Each box will contain equipment of the same AF class as far as practicable. This is necessary since equipment will be returned to XI depots.

19. Have all tools and equipment necessary for immediate uncrating and temporary base facilities in several boxes.

We did not discuss the matter of shipping tickets on my recent visit. Supply people say that this will be necessary to support UPRCAL entries. S/Sgt Wilson is a typist familiar with supply procedures and should be able to assist in preparation of this.

Mr De Mello wanted to know how the new items for the island packages would be shipped from SMAMA. They will be shipped to AF 714 SO and of course marked for WREP (the marcon I identifies this) but not for any specific island. I believe that these items can merely be reshipped on a shipping ticket to the Detachment Commander of the appropriate weather island, and handled as UPRCAL property utilizing the procedures as outlined above. With all the precautionary measures we are taking and the fact that the equipment will be manifested aboard the LST, I believe that every one will be fully protected in their responsibility for the equipment.

If you desire, when the Detachment Commanders arrive, and the packages are complete, they can sign for the packages by boxes. I believe it impracticable to pick the line items up on UPRCAL at Hickam.

The supply numbers 9001, 9002, 9003, 9004 will be for LAIT, LAZY, BUSH, and BODY respectively. Mr. De Mello wanted to know this.

At the present time the LST will depart Honolulu Army Port on 13 December. I believe the equipment should be ready to go at least four or five days prior to that date. The cut-off dates for items shipped to you should agree with this plan.

If you do not agree with any of the above procedures or comments, please let me know immediately and I will attempt to arrange a satisfactory solution to the problem.

FELIE F ROBINSON
Major, USAF
Commander, WREP

[REDACTED]

[REDACTED]

TRIP ITINERARY

<u>DATE</u>	<u>PLACE</u>	<u>HOOR</u>	<u>MODE OF TVL</u>
4 Sep	Dep: Tinker AFB, Okla	0330	Mil Veh
4 Sep	Arr: Will Rogers Fld, Okla	0350	" " (Further Transportation)
4 Sep	Dep: Will Rogers Fld, Okla	0400	Coml Acft
4 Sep	Arr: San Francisco, Calif	0940	" " (Further Transportation)
4 Sep	Dep: San Francisco, Calif	1300	" "
4 Sep	Arr: Sacramento, Calif	1400	" " (Further Transportation)
4 Sep	Dep: Sacramento, Calif	1900	Mil Veh (TDY)
4 Sep	Arr: Travis AFB, Calif	2050	Mil Veh (TDY)
8 Sep	Dep: Travis AFB, Calif	0125	Mil Acft (TDY)
8 Sep	Arr: Hickam AFB, HI	1625	" " (TDY)
13 Sep	Dep: Hickam AFB, HI	1400	" " (TDY)
15 Sep	Arr: Kwajalein N. S. M. I.	0400	Crossed International Date Line
15 Sep	Dep: Kwajalein N. S. M. I.	1045	" " (TDY)
15 Sep	Arr: Honjvrik, M. I.	1145	" " (TDY)
15 Sep	Dep: Honjvrik, M. I.	1320	" " (TDY)
15 Sep	Arr: Eniwetok, M. I.	1520	" " (TDY)
15 Sep	Dep: Eniwetok, M. I.	1600	" " (TDY)
15 Sep	Arr: Kwajalein, M. I.	1910	" " (TDY)
16 Sep	Dep: Kwajalein, M. I.	0700	" " (TDY)
16 Sep	Arr: Majuro, M. I.	0850	" " (TDY)
16 Sep	Dep: Majuro, M. I.	1100	" " (TDY)
16 Sep	Arr: Kusaie, M. I.	1530	" " (TDY)
16 Sep	Dep: Kusaie, M. I.	1700	" " (TDY)
16 Sep	Arr: Kwajalein, M. I.	1930	" " (TDY)
17 Sep	Dep: Kwajalein, M. I.	0640	" " (TDY)
17 Sep	Arr: Ponape, C. I.	1120	" " (TDY)
17 Sep	Dep: Ponape, C. I.	1530	" " (TDY)
17 Sep	Arr: Eniwetok, M. I.	1930	" " (TDY)
18 Sep	Dep: Eniwetok, M. I.	1100	" " (TDY)
18 Sep	Arr: Kwajalein, HI	1300	" " (TDY)
18 Sep	Dep: Kwajalein, M. I.	1830	" " (TDY)
18 Sep	Arr: Hickam AFB, HI	0600	Crossed International Date Line " " (Further Transportation)
18 Sep	Dep: Hickam AFB, HI	1830	" " (TDY)
19 Sep	Arr: Travis AFB, Calif	1100	" " (TDY)
19 Sep	Dep: Travis AFB, Calif	1300	Mil Veh (Further Transportation)
19 Sep	Arr: Moffett NAS, Calif	1340	" " (Further Transportation)
19 Sep	Dep: Moffett NAS, Calif	1420	Mil Veh
19 Sep	Arr: San Francisco, Calif	1500	" " (Further Transportation)
20 Sep	Dep: San Francisco, Calif	1159	Coml Acft
20 Sep	Arr: Will Rogers Fld, Okla	0620	" " (Further Transportation)
20 Sep	Dep: Will Rogers Fld, Okla	0645	Mil Veh
20 Sep	Arr: Tinker AFB, Okla	0730	" "

