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HEADQUARTERS
JOINT TASK FORCE SEVEN
WASHINGTON 25, D.C.

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J-3/452

9 JUL 1953

Dr. Alvin C. Graves
Scientific Director, JTF SEVEN
Los Alamos Scientific Laboratory
P. O. Box 1663
Los Alamos, New Mexico

I/1991

Dear Al,

I sincerely believe that our meetings last week did more to clear the air than any we have held to date. I know that I personally gained a great deal and feel that the meeting of the minds will be of great benefit to all. However, just for the record, I thought it might be a good idea to jot down some of the principal items we discussed.

1. The extra B-36. The principal question to be answered is, "Do we all realize the magnitude of the support involved by adding one B-36 aircraft to the program?" We now have three B-36's. One is for project 6.2, "Effects of Blasts, Gusts and Thermal Radiation in AC in Flight", and two are "Featherweights" for Programs 11 and 21, "Radiochemistry". One of the Rad-Chem aircraft is to be used for sampling and the other is for control of the F-84G's. The latter also serves as a backup to the sample aircraft. The addition of one more B-36 will do the following:

- a. Add 43 people to the Eniwetok population. 13 of the 43 are crew members and the remainder serve as maintenance personnel.
- b. It will require one tank car of gasoline every time she revs up her motors.
- c. It will make parking a real problem.

None of the above are insurmountable and I am sure we can handle all these difficulties. We will try to get this aircraft for you if you consider that the present sampling back-up is insufficient or that the high altitude samples are absolutely necessary for evaluation of the Rad-Chem data. In short, if you feel we need it, we'll do our best to get it. I just want to make sure we all know what is involved when we ask for another B-36. We heard today the B-50's are unavailable and TG 7.4 may have to take another B-36 for the cloud photo mission. This complicates the picture even more.

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2. I talked to the General this morning about your concern with regard to the relation of CTU 13 (Gilbert) and CTG 7.1 (Ogle). The General feels that the situation is actually covered by the present agreement and has so told General Luedecke, who agrees. If, for any reason, CTG 7.1 and CTU 13 cannot agree, the matter will be referred to CJTF SEVEN who will refer the matter to Chief, AFSWP for decision. In any case of emergency when it is impractical for CJTF SEVEN to consult Chief, AFSWP, CJTF SEVEN is the sole judge and his decisions will be final. I think the matter is covered; however, if you still have any worries on the matter, let me know and we'll try to iron out any difficulties. We will also send you a final copy of the agreement when it's signed.

3. Reference is made to a letter from Phil Hooper regarding the factor to be used in determining the total number of pilots for the helicopters. Phil recommended a factor of 3.6 pilots per aircraft. At the present time we plan to have a total of 13 helicopters in the forward area and use a factor of 2.4 pilots per aircraft. This will give us a total of 32 pilots for the operation. In order to conserve pilots we plan to adopt the following procedure for recovery flights:

- a. Have no early recovery flights.
- b. Only one pilot per aircraft instead of two.
- c. A pilot will deposit his recovery party at the desired site and then will hover out away from the hot area, or will take off and return for the recovery party at a designated time if the radiation field is low. Recovery parties could be equipped with radios so that aircraft can be recalled in cases of emergency. The factor of 2.4 comes as a result of total radiation received per pilot on IVY and consideration of the procedures outlined above.

In addition to the above total, we plan to make arrangements with CINCPAC so that we can order out pilots from Oahu on an emergency basis, if the need arises. I'd like to keep the total number of pilots as low as possible and I believe that the above will handle the situation. This is as I explained it in the War Room and unless you feel we are on unsound ground, we will proceed accordingly.

4. We forwarded a letter to General Fields regarding the release of sensitive information to this headquarters. A copy is attached and I believe it is self-explanatory. The next move is up to us and I'll have Al Cowan out to see you on or about 10 August.

5. I'm inclosing copies of two pieces of correspondence prepared by Dick House.

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a. One is a memo which outlines the rad-safe plan. Our desire is to simplify rad-safe as much as possible consistent with good sound safety principles. If there are parts of the plan you don't like, please say so. It is still early with regard to this matter and we can make all necessary changes.

b. The other paper is a letter which we forwarded to CINCPAC for his comment. In conversations with Joe Hall, Captain Martell indicated he would buy these ideas. If you have any thoughts in the matter, we would appreciate them. We will also send you a copy of the CINCPAC reply when it arrives.

5. I'm inclosing the weather info which you requested. If this is not the document you desire, please let me know.

6. The SAM flight is beginning to take shape. Will let you know details as soon as I have them.

I think the above about brings us up to date, Al. It was nice to see all of you in here, hope you can do it again before too much longer. If there's anything else we can do, please don't hesitate to ask.

Sincerely,

Bill

WILLIAM S. COWART, JR.
Colonel, USAF
AC of S, J-3

4 Incl

1. Cy of ltr fr CJTF SEVEN to Director, DIA, J-3/380.C1, dtd 28 Jul 53 (one copy)
2. Memo fr Col House to AC of S, J-3, Subj: "Radiological Safety Plan For CASTLE", dtd 22 Jul 53 (one copy)
3. Cy of ltr to CINCPAC, Subj: "Radiological Hazards in the Marshall Islands Area During Operation CASTLE", dtd 28 Jul 53 (one copy)
4. Weather Service Available During Operation CASTLE (One copy)

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