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COMMENTS ON CASTLE AIR OPERATIONS PROCEDURES (SAMPLING)

J- 21574

ment. It is felt that continued emphasis on high caliber maintenance of VHF and radio compass equipment in the sampling aircraft should be maintained in order that the sampling missions can be executed properly.

5. One other item worth mentioning is that it was noticed that the SA-16 rescue aircraft orbited below and followed the control B-36 at approximately 10,000 feet. It was pointed out at the Commander's Meeting that in the actual operation it might be undesirable to have the SA-16 located below the B-36 because of the possibility of very highly radioactive material in that area. It was also pointed out that the movements of the B-36 might be restricted if the SA-16 were positioned upon it. It was suggested that, depending upon the wind structure, the SA-16 might take a position somewhat farther from ground zero than the B-36 not necessarily dependent upon the latter's position.

6. It is felt that the use of radar to effect location control of sampling aircraft will inevitably lead to considerable confusion in the various control centers because of the innately complicated nature of the equipment and attendant communications. Further, radar signals are of doubtful reliability in the presence of the electromagnetic and material interference caused by high yield explosions. It would appear preferable to base a control system primarily upon the use of powerful low-frequency homing beacons and reliable VHF communication in order to achieve a greater degree of reliability than the present system appears to have. If it were not for the fact that on the operational level the pilots are to be instructed to rely upon; 1) dead reckoning (self-positioning), 2) radio-compass, 3) radar, 4) VHF-DP in order of decreasing importance, this problem would be considered more critical. As it is, the least reliable of the control or positioning aids is rated at the lowest in importance.

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