

[REDACTED] It is painted all white, with ex-
ception of identification markings; it has all metal control sur-
faces and is equipped with thermal radiation resistant curtains
for the crew. A recommendation was made by Mr. Kelly to paint
over the identification markings if one wanted to position as
close as possible. It was proposed by Dr. Thaler that this air-
craft fly for one hour prior to detonations at an altitude of

4 PAGES

J-91-JN-2304

REF [REDACTED]

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~~CONFIDENTIAL~~

SUBJECT: AIRCRAFT POSITIONING

14 January 1954

5,000 - 10,000 feet and at a radius of thirty-two (32) statute miles from zero. At H

$132.5 \frac{(KT)^{.94}}{D^2 eKD}$ where Q is in BTU/ft² and K=.008/kiloft. The flight pattern at thirty-two (32) statute miles from zero was agreed to by Lt. Col. Crosby as being satisfactory from the TG 7.4 standpoint.

4. At this point, Dr. Ogle stated that he thought the following information should be made available to the positioning committee. It is possible that the CASTLE devices may go better than the probable upper limits that have been published. A reliable authority has stated that the devices may possibly have an upper limit of the following yields:

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5. The point was brought out that a crew unprotected from thermal radiation can be the most limiting factor for close positioning. For large yield weapons, eight to nine calories/cm²/sec is about maximum tolerance for human skin.

~~DELETED~~ Heat resistant curtains for the crews were recommended if close positioning was desired.

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8. The C-54 photographic aircraft were positioned at no closer than sixty (60) statute miles at altitudes of 10,000 to 15,000 feet. On IVY they were positioned at fifty (50) statute miles based upon a twenty (20) MT possible yield.

9. The FB-36 control and photographic aircraft was positioned at no closer than sixty-nine (69) statute miles.

10. The WB-29 sampler aircraft was positioned at no closer than one hundred (100) statute miles for the same reason as the C-47.

11. The SA-16 was tentatively positioned at seventy-eighty (70-80) statute miles. Little was known about this aircraft. Mr. Kelly will check on this range for the SA-16.

12. The B-57 was not considered because it will probably not be in the program. Colonel Miller suggested that specifications of the aircraft be taken to the forward area in case a B-57 is phased in late in the operation.

13. The F-84 samplers, at 35,000 feet were positioned at no closer than seventy (70) statute miles.

14. The B-50's from Project 6.1 desire positions at 35,000 feet of one (1) tail aspect at fifteen (15) miles range, two (2) broadside at twenty (20) miles range, and three (3) broadside at twenty-five (25) miles range. These positions will be considered after appropriate calculations have been made by members of the positioning committee. Dr. Ogle expressed concern that the positions seem unduly close, but would withhold any decision on their safe positions until further information is avail-

III.

as possible so that it can be studied. A determination of these positions will be made in the forward area.

17. After the meeting, Colonel Prickett brought up the following items which will be discussed when the committee meets in the forward area:

(a) An F4-U will act as alternate control aircraft for Project 6.4 if the P2-V aborts. This aircraft must be given a minimum safe position.

(b) Project personnel desire that the B-47 fly over zero point on its pattern to arrive at its position at zero time.

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