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5 April 1954

BRITISH UNIT PARTICIPATION IN BRAVO

Statement A  
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*Paul Brown*  
*for Chief 1504/04*  
*2/24/85*

1. GENERAL.

This report covers the time from the arrival of the British Unit at NAVSTA Kwajalein through BRAVO. It is intended to summarize the main activities of the unit during this period. The British Unit JTF-7 Liaison Officer, Captain William V. Hughes, USAF arrived at NAVSTA Kwajalein 26 February 1954 and stayed with the unit until 3 March 1954.

2. ADMINISTRATION AND SECURITY.

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- a. Administratively the British Unit has been self sufficient.
- b. Security: The unit has practiced security comensurate with JTF policies to the highest degree.

(1) Personnel:

- (a) All personnel have completed and signed the necessary security certificates. These were turned over to the JTF Liaison Officer, Captain Zackeo, for forwarding to JTF-7.
- (b) Information has been disseminated within the unit with the highest degree of "NEED TO KNOW." Presently W/Comdr. Walter N. Kenyon is the only member of the unit with the complete picture of the operation. Unfortunately, the Deputy Comdr. of the unit was lost on the missing aircraft. At the present time a new deputy has not been appointed.

(2) Operations:

- (a) The British Insignia was painted out on the Canberra. The Canberra uses AF and the aircraft number for local flying purposes. During operational missions, the code name assigned by JTF, "EAGER BEAVER" is used as a voice call sign.
- (b) Classified material is kept in an appropriate safe.
- (c) The sample is kept under guard while on the station and the transport captain, returning the sample to England, is appropriately briefed on the classification and safe-guarding of the sample.

3. OPERATIONS.

- a. Two unfortunate accidents occurred to the two Hastings, transport type aircraft, prior to the arrival of the British Unit

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78

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JTF-7 Liaison Officer. Upon arrival of the first transport, a minor taxi accident was incurred when a ground crew man directed the aircraft into a wire. Minor damage was incurred to the wing tip. This has been adequately repaired and the aircraft is now serviceable. After the arrival of the second transport, a Naval Station Marine M. P. drove a vehicle into the tail section of the aircraft severely damaging the horizontal stabilizer. A new stabilizer is presently being procured from England. NAVSTA Kwajalein is conducting the necessary investigation concerning this accident.

- b. In as much as one of the Canberras was lost enroute to Kwajalein, only one aircraft participated in BRAVO. A replacement for the lost aircraft is presently enroute to Kwajalein. In all probability this aircraft will arrive in time to participate in the next mission.
- c. The Canberra took off from Kwajalein to participate in BRAVO at 011150M and landed at approximately 011525M.
- d. Sampling Equipment Utilized:
  - (1) Two wing tip type tanks were utilized as containers for the paper holder. The paper holder is approximately one foot square and eighteen inches long. Within the box a sheet of IPC paper one foot by twelve feet is wrapped in accordion folds around a number of wedges consisting of a plywood frame and wire screening.
  - (2) A cylindrical paper six inches by four inches was used in a small cylinder sampler under the fuselage.
- e. Results of Collection:
  - (1) The integron was inoperative during flight, the highest Jasper reading was .23r, the T.I.B. readings at the highest points were 700 - 1250mr.
  - (2) After packaging the sample the reading at 011745M was 36r at the surface on the top of the container through one fourth inch of lead.
  - (3) At 012045M the reading was 25r at the surface of the top of the container through one fourth inch of lead, and 10r at the surface on the side through one fourth inch of lead.
  - (4) Prior to dispatch of the sample, a new container was constructed consisting of three fourths inch of lead on the sides and one inch lead top and bottom. In transferring the sample to the new box the geometry was changed by the manner the sample was placed in the box.

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f. Communications:

- (1) Encrypted messages from the command ship JTF-7 with Operational Immediate precedence took between two and one half to five hours to be received. The minus six hour advisory was received after H hour.
- (2) The CW Operational Immediate scramble message in the clear took 19 minutes to be received. The duplicate scramble message sent over a different system took one hour to be received. In as much as the reporting point for BRAVO was fairly close to Kwajalein, there was no difficulty in scrambling the aircraft. If the reporting point is further away, it will be important that the scramble message be sent at the earliest possible time.
- (3) Aircraft communications on VHF were fairly good. It is presently being determined if a HF frequency may be utilized by the aircraft to afford contact with the control aircraft/ship at a greater distance.

g. Radiological Safety:

- (1) The British Unit has an officer with them who has had some radiological experience, however, he has had no experience in this type of operation. He is rapidly acquiring the knowledge necessary for this type operation. Personnel from Task Group 7.1, (Col. Paul R. Wignall), Task Group 7.4, and Lt. Comdr. G. E. Lane from VP-29 have briefed selected members of the British Unit in rad-safe measures and sampling techniques.
- (2) Extraction of the sample was conducted by the British Unit under supervision of Lt. Comdr. G. E. Lane and the British Unit JTF-7 Liaison Officer.
- (3) The samples were dispatched via the Hastings to England at 020200M. Prior to departure of the aircraft the reading at 020045M was two R at 1 inch from the sides, 3.5r at one inch from the top. The reading at the nearest passenger position was 8mr which was thirty feet from the sample.

h. Sample Removal and Packaging:

The sampler lends itself to relatively easy packaging when the proper shipping container is available. A Container of adequate size and shielding should be utilized to facilitate removal. W/Comdr. Kenyon has ordered from his people sufficient containers of a size that will enable the complete sample box to be placed in the container without necessitating removal of the paper from the sampler box as was necessary for BRAVO. It is hoped that these containers will be available for the next mission.

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78

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i. Decontamination:

(1) Personnel decontamination was conducted by VP-29 under the supervision of Lt. Comdr. Lane. The aircrew dosage was about 950mr (film badge). The sample packing crew dosage was about 300mr (film badge). The sample removal crew dosage was about 40mr (dosimeter).

(2) The aircraft was decontaminated by British Unit personnel under supervision of VP-29 on D plus 3 days.

a. Before decontamination the readings were 7mr at the nose of the fuselage and decreasing to about 2mr at the tail; 180mr around the engines, 70mr around the sampler, 70mr along the leading edge of the wings.

b. After decontaminating the aircraft, the readings were 5mr at the nose of the fuselage and decreasing to about 2mr at the tail, 120mr around the engines, 25mr around the sampler, 20mr along the leading edge of the wings. The cockpit reading was 5mr. These readings were made at 031000M. Further decontamination was to be conducted on the highest reading portions. Decontamination was accomplished by the use of "GUNK" and soap and water.

j. Film badges for the aircrew and packaging crew were returned and developed and the results given to the British Unit. The remainder of the badges will be picked up prior to the next mission and new badges will be issued to all personnel.

4. LOGISTICS.

a. NAVSTA Kwajalein has provided the British Unit with all the necessary base support facilities.

b. VP-29 has rendered supervision for rad-safety and decontamination.

c. Items supplied by JTF and will be required on a continuing basis:

Task Group 7.4

- 2 Jaspers
- 2 Intergons
- 10 Dosimeters (4 - 5r and 6 - 1r)

Task Group 7.1 (TU-7)

- 4 T.I.B. Meters
- 2 2610 Meters
- 2 247A Meters
- 1 Dosimeter charger (this was supplied by TU-7 due to shortage existing in Task Group 7.4)
- 50 Film Badges

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78

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5. BRITISH UNIT JTF LIAISON OFFICER.

- a. In as much as this was the first mission of this type that the British Unit has been engaged in; many of the functions and advice rendered by the British Unit JTF Liaison Officer will not be required in future missions.
- b. Duties required under existing directives.
  - (1) Assemble and transport to the British Unit those instruments that are supplied by JTF (par 4c) and upon completion of decontamination of the aircraft, return them to the JTF agencies for maintenance prior to succeeding mission.
  - (2) Receive "scramble message" at communications center and acknowledge the same.
  - (3) Either the JTF Liaison Officer or the British Unit JTF Liaison Officer must approve the flight plan for the mission to insure that it complies with the directed routing instructions from JTF.
  - (4) Inspect the aircraft prior to take off to insure that no photographic equipment is aboard.
  - (5) Offer any other operational, administrative, rad-safe advice (comensurate with capabilities) that may be required.

6. CONCLUSIONS.

- a. In general the operation was conducted rather smoothly and many of the minor items that could be improved by the British Unit should be accomplished during the next mission.
- b. The cooperation extended the British Unit by COMNAVSTA Kwajalein and his staff and VP-29 has been of the highest degree.
- c. The British Unit has been operating self-sufficient as much as possible and as time progresses, they will be able to be more self-sufficient.

*William V. Hughes*

WILLIAM V. HUGHES  
Captain, USAF  
British Unit JTF-7 Liaison Officer

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78