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TO R W SPENCE CMM JIG DASH ONE ONE FROM H F PLANK CMM PROGRAM ONE ONE CMM INFO TO RL AAMODT TU DASH ONE PD SHOT WENT AS SCHEDULED AND SAMPLING PROCEDED AS OUTLINED IN PREVIOUS MSG PD CLOUD SIMILAR TO MIKE EXCEPT LESS VERTICAL CONVECTION AND MORE HIGH LEVEL CIRRUS TO OBSCURE VIEW OF SAMPLING AREA PD BY REASON OS SIMILAR ALTITUDES CMM SAMPLING TUMES OR LOCATION RELATIVE TO CLOUD CMM RECOMMEND COMBINING PAQERS IN ORDER OF AIRCRAFT NUMBERS ON PIGS AS FOLLOWS CLN BAKER DASH TWO NINE PAPER SEPARAT SMCLN ZERO THREE ZERO AND ZERO THREE SEVEN TOGETHER SMCLN ZERO THREE ~~SPV~~ TWO AND ZERO FOUR NINE SMCLN ZERO THREE THREE AND ZERO FIVE ONE SMCLN ZERO FOUR SIX AND ZERO FIVE THREE SMCLN ZERO THREE EIGHT AND ZERO FOUR

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TWO SMCLN ZERO FOUR THREE AND ZERO FOUR FIVE PD AGREE WITH YOUR SUGGESTION TREATING THE PAPERS FROM EACH BAKER DASH THREE SIX AS TWO SEPARATE SAMPLES PD FISSIONS PER PAPER FOR EACH FOX DASH EIGHT FOUR AIRCRAFT CALCULATED FROM PAST DATA FOLLOWS WITH THE NUMBER AFTER THE AIRCRAFT NUMBER TO BE MULTIPLIED BY ONE ZERO TOTHE EXPONENT ONE FIVE CLN ZERO THREE ZERO CMM SEVEN SMCLN ZERO THREE SEVEN CMM FIVESMCLN ZERO THREE FOUR CMM FOUR CMM ZERO FOUR NINE CMM SIX PNT FOUR CMM ZERO THREE THREE CMM SIX PNT FIVE CMM ZERO FIVE ONE CMM SIX PNT FIVE SMCLN ZERO FOUR SIX CMM SEVEN PNT FIVE CMM ZERO FIVE THREE CMM FIVE PNT FOUR SMCLN ZERO THREE EIGHT CMM FOUR PNT FIVE SMCLN ZERO FOUR TWO CMM FOUR PNT FIVE SMCLN ZERO FOUR THREE CMM EIGHT SMCLN ZERO FOUR FIVE CMM EIGHT PNT FIVE PD BELIEVE THESE ESTIMATES ARE LOW POSSIBLY BY FACTOR OF TWO BECAUSE THOSE OPERATIONAL DATA FOR WHICH APPARENTLY HIGH BACKGROUND FROM SKIN CONTAMINA

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TION EXISTED PD FOLLOWING ARE GAMMA INTENSITIES IN ROENTGENS PE HOUR AND LOCAL TIMES OBSERVED THROUGH LEAD PIGS FOR EACH PAPER SENT CLN BAKER DASH TWO NINE CMM ZERO PNT TWO FOUR CMM ZERO NINE THREE FIVE SMCLN FOX EIGHT FOURS CLN ZERO THREE ZERO CMM LEFT FOUR PNT TWO CMM ZERO NINE FOUR ZERO SMCLN ZERO THREE SEVEN CMM RIGHT CMM FIVE PNT FOUR SMCLN ZERO THREE TWO CMM RIGHT ONE PNT SEVEN TWO CMM LEFT ONE PNT FOUR TWO SMCLN ZERO FOUR NINE CMM RIGHT FOUR PNT SIX TWO CMM LEFT FOUR PNT SIX EIGHT CMM ONE ZERO TWO FIVE SMCLN ZERO THREE THREE CMM RIGHT FOUR PNT TWO FOUR CMM LEFT THREE PNT NINE ZERO CMM ONE ZERO FOUR SIX SMCLN ZERO FIVE ONE CMM RIGHT THREE PNT SEVEN SIX CMM LEFT FOUR PNT ZERO FOUR CMM ONE ZERO FIVE FOUR SMCLN ZERO FOUR SIX CMM RIGHT THREE PNT SEVEN FIVE CMM LEFT THREE PNT FIVE EIGHT CMM ONE ONE TWO FIVE SMCLN ZERO FIVE THREE CMM RIGHT FOUR PNT ZERO ZERO CMM LEFT THREE PNT SEVEN FOUR CMM ONE ONE THREE FIVE SMCLN ZERO THREE EIGHT CMM RIGHT ONE PNT NINE FOUR CMM LEFT ONE PNT SEVEN FOUR CMM ONE TWO TWO ZERO SMCLN ZERO FOUR TWO CMM RIGHT ONE PNT SIX FIVE CMM LEFT ONE PNT SIX FIVE CMM ONE TWO THREE ZERO SMCLN ZERO FOUR

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Page Four

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PAGE THREE CMM RIGHT THREE ONE PNT ZERO CMM LEFT THREE PNT ZERO THREE CMM THREE ONE ZERO SMCLN ZERO FOUR FIVE CMM RIGHT TWO PNT SEVEN NINE CMM LEFT THREE PNT ZERO FOUR CMM ONE THREE ZERO ZERO SMCLN BAKER DASH THREE SIX NUMBER ONE ZERO EIGHT THREE CMM RIGHT UPPER TWO PNT FIVE TWO CMM RIGHT LOWER TWO PNT FIVE SIX CMM LEFT UPPER TWO PNT EIGHT SIX CMM LEFT LOWER TWO PNT NINE THREE CMM ONE THREE THREE ZERO SMCLN BAKER DASH THREE SIX NUMBER ONE ZERO EIGHT SIX CMM RIGHT UPPER ONE PNT EIGHT ZERO CMM RIGHT LOWER TWO PNT SIX CMM LEFT UPPER TWO PNT ONE CMM LEFT LOWER TWO PNT THREE ZERO PD BELIEVE THE VARIATIONS BETWEEN PAPERS DUE TO SMALL POSITION ING ERROR IN THE LOADING RACK AND THAT TWO PAPERS FROM THE SAME AIRCRAFT SHOULD BE IDENTICAL PD DESPITE A DISCOURAGING INITIAL PERIOD BECAUSE OF CIRRUS CLOUDS THE ABOVE NUMBERSSREFLECT A REMARKABLE PERFORMANCE BY THE AIRCRAFT UNIT IN THAT EVERY SAMPLING AIRCRAFT SCHEDULED COLLECTED A GOOD SLUG OF MATERIAL DPD THE FIRST BAKER DASH THREE SIX ABOVE SAMPLED AT FIVE ONE CMM FIVE ZERO ZERO FEET OR APPROXIMATELY FIVE THREE CMM FIVE ZERO ZERO FEET AT ABSOLUTE ALTITUDE WHILE THE SECOND ONE MENTIONED WAS THE LEAD PLANE ANCEEEEE PLANE AND SAMPLED AT FIVE ZERO ZERO ZERO ZERO FEET PRESSURE ALTITUDVVEEEEEE PRESSURE ALTITUDE PD FORD IS BELIEVED TO BE CARRYING COPY OF PERTINENT SAMPLING DATA PD YOU MAY BE INTERESTED TO KNOW THAT WE AERE ABLE TO ACTIVATE ONLY ONE RAFT BEFORE THE SHOT BECAUSE OF STICKING LIDS PD HASEEEEE PD HAVE SEEN MSG TO YOU AND VAN GEMERT STATING ETA SAMPLING RETURN PLANES SO WILL NOT REPEAT THEM PD WOULD APPRECIATE RECEIVING YOUR QUICK ANALYTICAL DETERMINATIONS OF THE NUMBER OF FISSIONS IN THE ABOVE PAPERS IN ORDER TO CHECK MY ROUGH ESTIMATES END

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