

forecasts the choice of shooting site would be determined. Although this optional procedure did not make it possible for Nectar to be fired during April, at least the watch was constantly maintained for a favorable situation developing at Eniwetok for this shot.

To bring the oncoming shift up to date on the prevailing conditions, at least one forecaster from the team was required to be present for a comprehensive briefing on the last day of his break, preceding his first day shift. This made for better understanding of the work of the previous shift.

On 21 April 1954, the Lookout Mountain people shot a few scenes of the Weather Central in action, to be included in the official film of the operation. This filming uncovered a surprising number of aspiring thespians among our personnel, in addition to recording them and their work for posterity.

The reconnaissance patterns flown by the Weather Reconnaissance Element, Prov., did not use the full capability of the reconnaissance aircraft. This was due mainly to the emphasis placed on high and middle altitude winds and the subsequent requirement for a greater number of flights at 20,000 feet than planned. Due to higher ground speed of the aircraft at 20,000 feet than 1500 feet many flights returned to base with two to two and a half hours of daylight remaining. Lt. Col. _____, Commander, WRECEP, recommended that longer tracks be flown. AFWL/HQ

A new set of flight patterns was devised by WRECEP which were about 400 miles longer and which took advantage of more of the daylight available.

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The reconnaissance reports were of high quality. Close cooperation between the aerial weather observers and the WCEP forecasters developed a keen mutual understanding. Many plain language remarks were added to the coded reports which were most valuable to the forecasters. The two primary difficulties encountered were problems over which the weathermen had no control: The ceiling limitations of the WB-29 and the impossibility of obtaining double drift winds unless whitecaps existed. The latter problem was encountered most frequently on reconnaissance to the North of the Marshall Islands, the area where high level flights were most needed.¹

In contrast with KOON, favorable winds for UNION developed rapidly, becoming apparent on the morning of 25 April 1954. Forecasts were issued predicting this rapid development and favorable weather and winds for the following day for Bikini. As a result, UNION was scheduled successfully for 26 April.²

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1. See Operations Appendix, this history.
 2. See "An Evaluation of Weather Forecasts for UNION", Appendices, this history.

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