

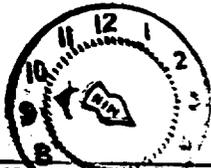
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DE UHPJC 18B

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DEPARTMENT OF ENERGY DECLASSIFICATION REVIEW	
1ST REVIEWER-DATE: 6-16-94	DETERMINATION (CLASSIFICATION NUMBER(S))
AUTHORITY: EAC/SCAD/BAOD	2. CLASSIFICATION CHANGED TO:
NAME: W. M. McWhorter	3. CONTAINS NO DOE CLASSIFIED INFO
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FROM CTG SEVEN PNT ONE ENIWETOK

TO TG SEVEN PNT ONE LOS ALAMOS SCIENTIFIC LAB LOS ALAMOS NM

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CITE SCIENCE TWO SEVEN EIGHT TWO

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  
 PROCEEDED 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 SEPARAE  
 SMCLN ZERO THREE ZERO AND ZERO THREE SEVEN TOGETHER SMCLN ZERO THREE  
 T.W.O  
 SPV AND ZERO FOUR NINE SMCLN ZERO THREE THREE AND ZERO FIVE ONE SMCLN

5005018

ZERO FOUR SIX AND ZERO FIVE THREE SMCLN ZERO THREE EIGHT AND ZERO FOUR

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WE HAVE SERVICED ON FIRST WORD NEXT TO LAST LINE

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PAGE TWO BHPJC 18B

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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 TO THE EXPONENT ONE FIVE CLN  
ZERO THREE ZERO CMM SEVEN SMCLN ZERO THREE SEVEN CMM FIVE SMCLN 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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PAGE THREE UHPJC 18B

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 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 NUMBERS REFLECT 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 ALTITUDVVVEEEEE 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

PARACHUTE NOT REQUIRED

ACCOUNTABILITY REQUIRED AS PER CM-SEC-5

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