VOLUME 37, ISSUE 2 OCTOBER, 2022

THE 6TH DIMENSION

WILLING & ABLE

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OCTOBER 2022 - ATTN ALL 6WSAA STATIONS

→→→ FALL IS FINALLY HERE AFTER A HOT, HOT SUMMER, PERSONALLY I AM GLAD TO SEE IT GO AND LOOKING FORWARD TO WINTER. AND I HOPE WE GET A LOT OF SNOW, ESPECIALLY HERE IN THE HIGH WEST DESERT WHERE THE DROUGHT CONTINUES. I'M SURE MOST OF YOU ARE FEELING THE PINCH OF INFLATION THAT HAS TAKEN OVER OUR LIVES. I CAN'T BELIEVE THE PRICES WHEN I SHOP FOR FOOD, GAS AND EVERYDAY ITEMS. AND THE WORLD HAS GONE MAD, I WON'T DESCRIBE ANY FURTHER. I AM HAPPY TO BE ABLE TO PRODUCE ANOTHER NEWSLETTER AND GET IT DISTRIBUTED AND I HOPE YOU ENJOY IT ALSO. I ENTERED A FEW ITEMS OF INTEREST BESIDES THE 1971 6TH WEATHER SQUADRON HISTORY. THIS IS ALSO ELECTION SEASON AND I HOPE THINGS ARE CALMER THIS YEAR, AND EVENTUALLY THE POLITICAL EMAILS, PHONE CALLS, AND COMMERCIALS ON TV WILL CEASE AND WE CAN GET BACK TO NORMAL AND ENJOY HALLOWEEN, THANKSGIVING , CHRISTMAS AND CELEBRATE NEW YEAR'S EVE TO 2023. IT SEEMS A MORE RESTFUL AND ENJOYABLE TIME. SO I AM WISHING ALL YOU 6TH WEATHER FOLKS A HAPPY, RESTFUL AND HEALTHY SEASON WHEREVER YOU ARE.

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Air Weather Service (AWS) Reunion 2023 in final planning stages

The long anticipated Air Weather Association Reunion is in the final planning stages. Here is what we have so far: **When: April 26-30, 2023, Where: Holiday Inn Washington Dulles**, 45425 Holiday Drive, Sterling, VA 20166

Attendees can reserve rooms at our reunion group room rate of $159/night via the Holiday Inn link for our reunion room block: AWA Reunion or via phone at 1-800-HOLIDAY (1-800-465-4329).

More info on page 8 >

"LIKE" us on Facebook!

6th Weather Squadron Mobile

NO MORE DUES!

So don't send us any dues please. We have enough to carry us through the next few years if we can last that long. The website is paid up to February, 2025. The newsletter will be published as long as I can remember where my computer is, my printer keeps working, and how to do it. It's just not as easy anymore.

Thank You to all who supported us over the years and we hope to keep bringing you the newsletter until whenever….

This newsletter is e-mailed to each member who has an e-mail address and helps us save the labor and cost of publishing and mailing a paper copy. So if you are receiving a paper copy and you have an e-mail address or no longer want to receive the newsletter, please e-mail us at: **weatherman@6thweathermobile.org** or write us at: 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937

Inside this issue:

6TH WEATHER SQUADRON (MOBILE)
ALUMNI ASSOCIATION
WILLING & ABLE

6WSAA C/O BUCK BUCKLIN
8 SHERWOOD LANE
EAST HAMPTON, NY 11937
WWW.6THWEATHERMOBILE.ORG

This 6th Dimension Newsletter is published for the exclusive use of our 6WSAA members. Information is included as reported without vetting and is edited for space. If you discover an error or items that need a correction, please notify Gerry Guay Editor,
Email: weatherman@6thweathermobile.org Members are encouraged to submit articles, information or stories that would be of interest to the general membership.

My Notes from 6th Weather Squadron ~ January to December 1971

6th Weather Squadron History for 1971 *written by Gerry Guay, Webmaster and Newsletter Publisher obtained from archives of 6th Weather Squadron history of 1971 as recorded on AWS Form 21. The first two quarters were written separately and July to December written together all by unnamed Unit Historians and very short in length. So I will do my best to convey the projects and happenings at 6th Weather in 1971, but I still like the old way better which was a 6 month record and where Tom Rivers wrote more descriptive narratives of the projects. My feelings about this new form were described in the last newsletter, where I also pointed out the changes.*

1971 and 6th Weather Squadron (Mobile) is still doing its job whenever and wherever needed. It's that "Willing and Able" spirit. The 6th Weather Squadron was relieved from assignment of 6th Weather Wing and assigned to Military Airlift Command (MATS) and 7th Weather Wing in July 1971. Our headquarters assumed command of the following detachments at the same time: **Det 1** Kelly AFB, TX; **Det 2** McClellan AFB, CA; **Det 3** McGuire AFB, NJ; **Det 4** Robins FB, GA; **DET 5** Wright-Patterson AFB, OH; **Det 6** Ellsworth AFB, SD. The function of these detachments was to perform intermediate maintenance on all AWS equipment installed in their geographical area of responsibility. Maintenance assistance is provided as regular scheduled and unscheduled visits to each supported unit with maintenance problems beyond their capability and engineering and installation support such as site surveys, facility installation inspection, etc. *(So these are all Field Maintenance Shops (FMS) as the one I was assigned to before my tour at 6th Weather Sq. I was at Wright Patterson AFB FMS in 1960 and we travelled to many AFBs and Army installations also, in many states in our Chevy panel trucks and our own C-47 which almost cartwheeled returning to W-P in a blizzard with 35 knot crosswinds, but that's another story. I remember flying to Biloxi, Mississippi, Fort Campbell, KY, driving to Terre Haute, IN and others. Interesting) So now 6th Weather Squadron (Mobile) was now in charge of these FMSs operations.)* For all of 1971 Col Howard Turner was the Commander and Lt Col George Akers was the Operations Officer. The manning chart show and average of 170 personnel, a decrease of 13 from the previous year and included 7 officers, 162 Airmen including NCOs and 1 civilian. There were 23 projects and 17+? personnel augmentations. Providing weather support meant travelling to the countries of Germany, and the Republic of Kiribati in the South Pacific and 16 states: WA, IA, MA, WY ,OK, CO, NE, MO, IL, AK, TX, MT, NH, CA, FL, and NM.

Operations Projects included: *(Many projects described here were continuations from last year)* **Project Cold Flake** a continuation from 1970 at Hahn AB, Germany with 6 wx observers and 1 maintenance technician through March and terminated. Their mission was operating and maintaining the AWS fog dispersal project with propane gas dispensers. **Project Cold Crystal** required 1 wx observer continued from 1970 and terminated in February at Ranstein AB, Germany assisting 31st Weather Sq personnel to assimilate, tabulate and analyze during fog seeding operations and assist in quality control and technical effectiveness measures. **Project Cold Wand** at Fairchild AFB, WA was supported by 2 wx observers and 2 maintenance technicians. Their mission was to operate and maintain propane gas dispensers in the AWS fog dispersal project which continued from 1970 and terminated end of January. **Project Cold Ash** at Sioux City, IA for Det 31, 6th WW was supported by 1 maintenance technician in March & April. **Project Have Horn II** at Provincetown, MA was a team of 5 wx observers and 2 maintenance technicians On a project that was postponed in December of 1970 because of weather. This was an a AFSC (SAMSO) project that provided radiosonde and double theodolite pibal data and a specially designed wind tower was erected for wind data at 3 levels. The project was terminated in March. **AFP 71-42 AST-7** on Canton Island, South (Continued on Page 3)

My Notes from 6th Weather Squadron ~ January to December 1971 (Continued from Page 2)

Canton Island, South Pacific

Pacific, required 2 wx observers and 1 maintenance tech providing upper air observations support in March thru April for this ACGS project. (*Although the report acknowledged 14 projects for the 1st quarter, I could only find 5 in the archives and possible, maybe not one page is missing.)*; **Minuteman Project** at FE Warren AFB, WY 6th provided 2 wx observers and 1 maintenance technician performing surface observations from a MMQ-2 van thru September; **National Severe Storms Labs (NSSL)** in Norman, OK required 8 wx observers and 2 maintenance technicians for support with upper-air soundings using a GMD-2 thru June. **NCAR** at Sterling, CO and Kimball, NE, 6th Wx supplied 2 upper-air teams 6 observers and 2 technicians at Kimball, NE and 6 observers and 2 technicians at Sterling, CO which provided upper-air data for the National Hail Research Experiment from May thru August. **Cold Chuck** Classified project with 6 observers, 1 technician and 1 vehicle repairman from May to October. **Project Have Lent** in South Point, MA an AFSC project with 6 observers and 2 technicians with a GMD-1 and three GMD-2s and van to furnish upper-air soundings and double theodolite obs in July to September. **Argonne National Labs (ANL) Phase I Study** 6th Wx provided 21 observers performing double theodolite observations in Illinois for an air pollution study in June and July. **Argonne National Labs Phase II Study** we provided 9 observers at U of Missouri in St Louis, MO and 23 observers to Argonne for double theodolite observations from July to September, and 1 observer to ANL to assist processing raw data in September and October. **Cannikin Nuclear Test** was a Spartan interceptor and warhead lowered into the shot hole. Cannikin was an underground nuclear weapons test performed on November 6, 1971, on Amchitka Island, AK, by the Atomic Energy Commission. 6th Wx provided 6 observers for pibal observations during September thru November. **Project Cold Rain** at Kelly AFB, TX with 6 observers and 1 technician in support of a cloud seeding operation with upper-air soundings in June & July. **NOAA I** in the Oklahoma vicinity with 6th Wx providing 39 observers and 5 technicians in support of Air Research Laboratory and the National Severe Storms Laboratory. The project consisted of 3 phases using the UMQ-9 and double theodolite equipment in September and October. **Project Diamond Orc** in Fort Peck, MT area was 1 observer to provide pibal readings for the Army Corps of Engineers with MMQ-2. **Project Middle Gust** in Crowley, CO where we provided 5 observers and 2 technicians with a van mounted GMD-1 to conduct upper-air observations for this AFSC project in September and December. **Trinidad CO** In September 1 observer provided the Army Corps of Engineers with theodolite observations. **Project Bold Shot/Brim Fire** at Biggs AAF, TX where 3 observers provided weather observations for Air Force & Army exercises in November. **RISC III** with 6 observers and 6 technicians supporting Catergory 3 testing of RISC digital equipment in the Tinker AFB area in November. **TPN-19** at Grenier Field, NH with 3 observers and 1 technician to provide upper-air support for an AFCRL project in October thru March 1972.

Personnel Augmentations of 19+? Personnel Included: **2 Observers** to 4th WW Richards Gebaur AFB, MO in Jan thru Apr; **2 Observers** to 4th WW Perrin AFB, TX in Jan & Feb; **1 Technician** to 5th WW Fort Bragg, NC in Jan thru Mar; **1 Observer** at 5th WW Bergstrom AFB, TX in Jan thru Mar; **1 Technician** to Vandenberg AFB, CA in Feb thru Mar; **? Observers and/or Technicians** to 3rd WW at Carlswell AFB, TX; Castle AFB, CA; McCoy AFB, FL; and Malmstrom AFB, MT for 60 days**???** (#s missing. assumed 1 for each); **1 Observer** returned to Tinker after serving at 6th WW Patrick AFB, FL *(??? didn't know he left or for how long).* **1 Technician** to Det 23 6th WW Kirtland AFB, NM for 60 days. **1 Observer** provided surface observations in July and August at Dugway Proving Grounds, UT. **1 Technician** provided support to Kirtland AFB, NM in July and August.

The Weather Equipment Maintenance Section performed organizational and field maintenance on all weather equipment assigned to this squadron. The (Continued on Page 4)

My Notes from 6th Weather Squadron ~ January to December 1971 (Continued from Page 3)

FMS teams from the 6 new detachment Field Maintenance Shops absorbed by 6th Wx Sq visited and performed Intermediate Maintenance at 32 weather detachments at bases in their areas.

The Motor Vehicle Maintenance Section is responsible for the maintenance and dispatch of all motor vehicles, van, trailers, and power generators. Squadron vehicles were driven a total of 228,576 miles in 1971.

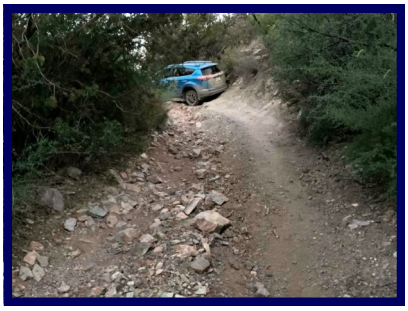
Training: Rocketsonde School at Vandenberg AFB, CA was attended by 5 wx observers for the four week Rocketsonde Indoctrination Course in March and April. **AN/GMD-4** Maintenance Training course for 1 - 6th Wx technician and 5 other technicians from AWS units in April. **AN/GMQ-26 RISC** Maintenance Training Course was attended by 6 302X0 personnel.

-End of 6th Weather Squadron (Mobile) 1971 History-

The Road of No Return

A true life desert adventure *by Stephen B Gladish*

I taught composition and literature for fifty years, in colleges, universities, and State Prisons. I never thought I'd live a famous Robert Service poem. But the second weekend of May, I spent most of three days stranded alone in the desert. My car was hung up in rocks on the far East side of the Rincon Mountains. There was no Internet or SOS Service. Friday the 13th I started counting the hours, one at a time, to lessen my anxiety. I knew I was on the road of no return. I had made the wrong turn and there was no chance to go back up the rough foothills. My first shift was 12 hours from 11 am until 11 pm on that Friday. Shade was always escaping me. Twelve long hours. The next shift was six hours, from 11 pm to 5 am. I used a floormat for a blanket from time to time. I'm over eighty, achy-breaky. No sleep. I had to stay alert. I had three canteens of water, three swallows every half-hour. Nothing else. No food, no sleep, no rest, no comfort. My front wheel drive RAV4 was unbalanced, one wheel up in the air, off the ground. No blanket or coverings. I had on a t-shirt, a pair of pants, and strong hiking boots. Temperatures went from 101 degrees in the daytime to 48 degrees at night. Finally… daylight. The third shift was from 5 am to 11 am on Saturday the 14th, the second long day. I dragged myself a mile up one road/trail in front of me, looking for help. Then I dragged a mile up the trail behind me. No sign of life anywhere. I kept hoping to see a Search and Rescue helicopter. They had sent one out for me four years before at Tanque Verde Falls during a flood. Both times that morning I came back; the wilderness rule is always, "Stay with your car", it's much more visible. Every hour now was like two hours. I was starting to sweat it. Here's where some remembered lines from the Robert Service poem, "The Quitter," helped me. My first couplet on the trail: "When you're lost in the wild, and you're scared as a child…self-dissolution is barred. Just draw on your grit, it's dead-easy to quit, it's the keeping-your-chin-up that's hard." Later, the second couplet on the second trail helped too: "Just have one more try, it's dead easy to die; it's the plugging -away that will win you the day. It's the keeping-on-living that's hard." The fourth shift is from 11 am to 5 pm on Saturday. Every ten minutes was interminable. Water could last me a few hours after five pm. Then dehydration. And as my young daughter once asked, "Is this the last day?" I carry a Bible with me. We can take comfort knowing that God will always be there for us. I was huddled up in my cramped car. Pretty much for two solid days. I ached everywhere. Toward the end of Saturday



afternoon, I heard somebody knocking on my car window. A miracle! Family of four: Blanca, driving a huge off-road Razor with Juan her thirteen-year-old son, then on motorcycles, Juan her fiancé, and Juan a family friend. They were off-roaders used to riding the roads in the Rincon but had never been on this road. "How did you get your two-wheel drive all the way down here?" they asked. "These roads are for four-wheeled drive vehicles only." We had to leave my car there. They packed me up and took me sixteen miles back to their campground. They couldn't believe how far out I was from civilization. We rested a bit, then Blanca and her son Juan took me all the way back to a Circle-K on Tanque Verde Road and Tanque Verde Loop Road. I leaned forward and said, "Can you take me four more miles?" After two long days and at least thirty-six miles, I stepped out of that Razor and walked slowly into my home, sweet home. I prayed often and meditated. Everybody said it was a miracle. It was. No doubt. Thanks forever to Blanca's Family, the "Difficult" was done. Tomorrow, we tackle, "The Impossible." My son-in-law Ray and I somehow finally made it back on Sunday in his Toyota pick-up to retrieve my car. Another miracle: Officer Steve West, Search and Rescue Officer from Pima County Sheriff's Department, appeared. Blanca had called him. His four-by-four off-roader can tow vehicles twice its size. All day Sunday, shoveling, moving dirt and rocks with gloved hands, we kept at it until we got thirty miles back to that Circle K on Tanque Verde Road. Officer West signed out after a long day, and I got to drive my car—on paved roads—home. *Lessons Learned: 1 when you are 80 or more, go on no adventures by yourself. 2 Prepare for your trip with the most complete maps, and cautions. Ask someone in person to go over it with you. Take a backup charger. 3 Seek an adventure expert's opinion on the safety of the trip.

Published in the Boston Globe: Sunday, April 17, 2016

Oysters, beer, and a meteorological genius

By James Rodger Fleming

Carl Rossby pushed back his plate of empty shells, drained his mug, and donned his still-damp trench coat, bidding his newest bosom buddies at the bar *adjö* as he headed out of the Union Oyster House into the snow, sleet, and freezing rain. The avuncular Swede, the leading meteorologist in the world, had a pressing appointment at the East Boston Airport with his MIT colleagues.

During the slow cab ride through the slick streets, he recalled the path that had brought him to head the MIT meteorology department: Bergen, Norway, where he learned about cold fronts and polar air masses as an apprentice to the great physicist Vilhelm Bjerknes; Washington, D.C., where his new-fangled forecasting methods challenged the stodgy ways of the Weather Bureau; California, where he installed a model aviation forecasting system for the Guggenheim Foundation. Now, he was poised for yet another innovation in forecasting weather — not at the surface, but at 18,000 feet.

Early launch of Radiosonde May 7, 1936 at Washington Airport blimp hangar (NWS)

With grants from the National Academy of Sciences and the Guggenheim Foundation, MIT had purchased a research airplane in 1931 to carry aloft a device that traced a continuous record of temperature, relative humidity, and barometric pressure on a rolling paper chart. For the past five years Rossby had used these measurements to identify dynamic features of the upper atmosphere.

On this January evening in 1936, the weather made flying much too dangerous, even for experienced pilots. Yet it was just such severe conditions that were most disruptive to society and were of most

interest to meteorologists.

Rossby kept his head down as he dashed into the hangar, greeting his MIT colleagues K.O. Lange, director of the flying laboratory, and Professor Daniel C. Sayre, the veteran research pilot. A single -engine Cessna, Model A, the institute's airplane, stood idle behind them. The center of attention, however, was Vilho Väisälä, a distinguished Finnish entrepreneur who was providing the best commercial "robot-reporters'' or radiosondes.

The new technology involved an expendable meteorological instrument package, borne aloft by a free-flight balloon, to measure, from the surface to the stratosphere, the vertical profiles of atmospheric variables and transmit the data via radio to a ground receiving system. According to Rossby, communications are the alpha and omega of meteorology. Early in his career, he had used Marconi wireless for signaling, but now radio was taking over in the form of miniaturized transmitters attached to balloons.

The four men bundled themselves up and dragged (or more accurately, wrestled) a 5-foot helium-filled balloon onto the tarmac and let it fly. Almost immediately it disappeared, carrying its instrument package into the low-hanging clouds. But the receiving station in the hangar was humming, receiving continuous data until the signal was lost. Success!

Helium-filled balloons could fly to 40,000 feet — much higher than piloted aircraft — and could be launched in virtually all weather conditions with no risks to aviators. As the balloon rose, it expanded and eventually burst. The small radiosonde package returned to earth on a parachute. The package had a postage-paid label instructing anyone finding it to return it to the Weather Bureau.

Meteorologists quickly adopted radiosondes for daily weather soundings, immediately expanding both the height and the meaning of the term "atmosphere.'' Specially equipped models carried cosmic ray, ozone, and ultra-violet radiation detectors, and eventually the technology was adapted for remote sensing applications and radio telemetry used in the space age, on rockets and satellites. Since a radio receiving ground station was part of every radiosonde launch, Rossby added courses in electronics as essential components of meteorological training at MIT.

Rossby ordered 300 radiosondes that evening, enough to supply a network of 10 stations in New England for an experimental, month-long project. He also ordered more oysters and beer for his colleagues by way of celebration. Rossby encouraged the Weather Bureau to begin a national network of twice-daily balloon launches, eventually numbering 200 per day.

Rossby used such measurements to identify large-scale flow patterns in the upper atmosphere: planetary waves — often called Rossby waves — that have a direct influence on surface weather. This was perhaps his most important scientific discovery.

Rossby moved in both geophysical and practical circles, first as a Bergen school acolyte, and then building models of planetary waves that circle the entire Northern Hemisphere at high levels. He inspired and mentored a new generation of theorists. During World War II, he trained thousands of army weather officers and consulted on practical meteorological matters worldwide. His toolbox included airplane soundings, radiosondes, digital computing, and networks for chemical climatology. He built three major academic programs — schools really — at MIT, Chicago, and Stockholm, launched several journals, and circulated in the highest levels of both the US and Swedish governments.

Wherever Rossby went — and he went far — he was at the center of a moving seminar on atmospheres and oceans, surrounded by his many colleagues, nurturing a cadre of elite students, and holding court at the best dining and drinking establishments in town.

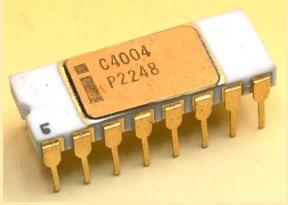
James Rodger Fleming is the author of "Inventing Atmospheric Science."

1971

Cost of Living in 1971: Inflation: 3.27%; Average Cost of new house: $25,200; Average Income per year: $10,622; Average Monthly Rent: $150; Gallon of gas: 40 cents; Average price of a television was $188.05; US Postal stamp: 8 cents; Movie ticket $1.50; Ground Hamburger 62 cents/lb; McDonald's 1/4 pounder 53 cents; Eggs 45 cents/doz; United States population: 211 Million.

NASA's Apollo 14 mission to the Moon was launched on January 31st. This was the third successful manned mission to the Moon and the crew consisted of Commander Alan Shepard, Stuart Roosa (Command Module Pilot), and Edgar Mitchell (Lunar Module Pilot).

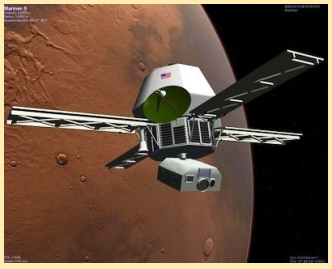
Start of the Digital Age when the Microprocessor was invented. The Intel 4004 that would run at a clock speed of 108 KHz with only 4 bits as the word size.



Salyut 1 was the world's first space station launched into low Earth orbit by the Soviet Union on April 19. The Salyut program followed this with five more successful launches of seven more stations.

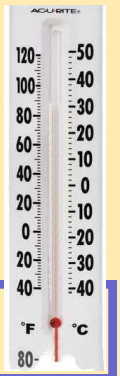
United Nations votes to expel the Chinese Nationalist ruled Taiwan and admit the Communist People's Republic of China on Oct 25th.

NASA's Mariner 9 beat the Soviet Mars 2 which had an 11 day head start to Mars, becoming the first spacecraft to orbit another planet. The orbiter mapped 85% of the Martian surface and sent back more than 7,000 pictures.



The total number of American troops in Vietnam dropped to 156,800, the lowest amount since January 1966.

Year	US Military Forces
1964	23,300
1965	184,300
1966	385,300
1967	485,600
1968	536,100
1969	475,200
1970	234,600
1971	156,800

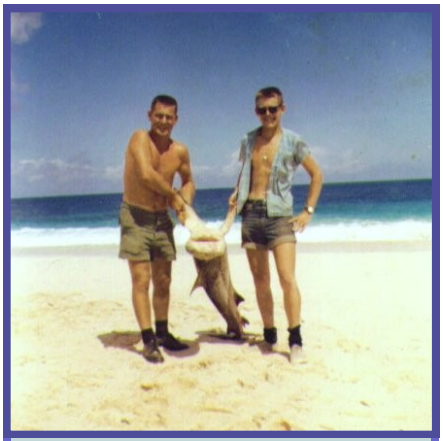


The temperature plunged to -80°F at Prospect Creek Camp, Alaska, setting a U.S. record. Then, a series of tornadoes ravaged Mississippi and Louisiana, killing 117.

Changes: To keep our costs low: **Please keep us informed of any e-mail or address changes by e-mailing us at weatherman@6thweathermobile.org or USPS mail us 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937**

Final Launch

Chester "Chet" Wilcox – 1941-2022 - Chester H. Wilcox III Age 80 died May 3, 2022 at Peconic Bay Hospital in Riverhead, NY. He served in 6th Weather Squadron Mobile from 1961 to 1963. No obituary is available. I remember serving with him on Operation Dominic in 1962 on Malden Island. His daughter Margaret said he spoke about his time as a weatherman with much pride and honor. He owned a tackle shop in Center Moriches NY for over 50 years.



Don Garbut & Chet Wilcox with shark catch at Malden Island 1962

AWS Reunion (continued from p1)

The reunion group room rate includes complimentary hotel breakfast buffet, complimentary parking, and a complimentary shuttle to/from Dulles Airport. We're anticipating a reunion format like those in past years: Wed-Thu registration at our hospitality room, Thu-Sat group tours to several local venues; a Friday eve buffet and a Sat eve banquet, both at the hotel. If there is sufficient interest, we may also arrange for a golf outing at a local golf course.
Here's a short list of the venues we're considering:
-Udvar-Hazy Smithsonian Air & Space Museum Annex at Dulles Airport
-Arlington Cemetery/Lee Custis Mansion/Tomb of the Unknowns
-Mall: Holocaust Museum/Washington, Lincoln Memorial/African American Museum, Vietnam memorial, Korean and WWII memorials, multiple Smithsonian museums
-Washington Zoo
-Northern Virginia Winery Tour
-Sterling WFO – National Weather Service Forecast Office tour

FEEDBACK

It was good to get a little feedback since the last newsletter.

My name is Leo Cigale. I was in 6th Weather Squadron from 1953 to 1957. In 1956 I was deployed to an island named Kusaie in the South Pacific to support the AEC tests called Operation Redwing. On July 2 of 1956 a 360 kiloton nuclear device named Mohawk was detonated. In no time at all we were seeing fallout from the bomb, I was the radsafe officer and I measured the fallout with a Geiger counter, the reading went off the scale. We were all wearing dosimeters. A couple hours later a plane came with people to collect the dosimeters from us. We never were told what the readings were on the dosimeters. I have inquired, but to no avail. Nobody ever answered my questions. Do you happen to have any records as to how much fallout was dropped on the island.
Thank you. Leo Cigale A1c
If you want to watch a YouTube video on these tests named Operation Redwing from 1956 type this in your browser: **youtube.com/watch?v=qDHny1k-JYU&t=10s**