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DISPATCH		CLASSIFICATION SECRET	DISPATCH SYMBOL AND NO. EGFA-34496
TO Chief, SR Chief of Station, Germany Chief, EE	DECLASSIFIED AND RELEASED BY CENTRAL INTELLIGENCE AGENCY SOURCE METHOD EXEMPTION 3B2B NAZI WAR CRIMES DISCLOSURE ACT		ADDITIONAL FILE NO. 74-124-39/3
DATE Chief of Station, Germany	DATE 2007	DATE 13 June 1961	
SUBJECT REDWOOD/AERODYNAMIC REQUIREMENTS Requirements for AECASSOWARY 43 REDSKIN Mission	HE "49'S" - (CHECK "X" ONE)		MARKED FOR INDEXING
ACTION REQUIRED For Your Information	INDEXING CAN BE JUDGED BY QUALIFIED HQ DESK ONLY		NO INDEXING REQUIRED

- A. DIR 42176, 26 May 1961
- B. EGFW-12300, 20 April 1961 (received 25 April 1961)

29/3 SR/3/CA

1. We are attaching an outline of the specific positive intelligence requirements as requested by reference A which were originally levied on AECASSOWARY 43 prior to the receipt of reference B. These requirements and the operational intelligence support materials were provided by and discussed with LCFIREBOX. Other more general requirements were also levied and will be reported later. You will note that the attached list covers all the points in reference B except paragraph 4b. In addition we also included several requirements along the route Uzhgorod - Sambor - Lvov in case AECASSOWARY 43 was required to travel this route by train rather than the Mukachevo - Striy - Lvov route. Upon receipt of reference B on 25 April 1961, we briefed A/43 on the requirements contained in paragraph 4b.

2. AECASSOWARY has been carefully debriefed on the section of his tour from Mukachevo to Striy. Unfortunately, he was completely unable to provide the information requested in reference A. AECASSOWARY 43 stated that he stood in the corridor of the train, which was on the western side of the northbound train, from Mukachevo to Chinadiyevo and tried to look for the specific indicators of guided missile activity according to his briefing. He was unable to observe any of these indicators, but in his concentration could not observe the precise locations of the trees and bushes which blocked his view, or the exact locations of the trains which passed between his train and the targets for which he was looking. This situation prevents, therefore, AECASSOWARY 43 from pinpointing the areas that are free for observation. His only useful comment in this connection was that wherever the view was not blocked he saw nothing of an intelligence interest. AECASSOWARY 43 did state that he observed several trains in this area with numerous tank cars which were marked 'neft' and 'benzin', but that he did not see any tank cars or other liquid carriers which appeared to carry liquid oxygen. One aspect of operational information that AECASSOWARY 43 was able to provide was that it was most difficult to know exactly where his train was located in each five or 10-minute period. It was difficult to tell where a small station began and ended since in some cases there was only a single run-down building being used as a station. He remarked that if there were stones marked with the kilometer readings, these stones were covered with tall grasses and were not observable. He also reported that he did not see signs on the stations in all cases and did not have a timetable with the station names.

3. AECASSOWARY 43 was briefed on the LOX facility in the Persenkovka area and attempted to reach this site via tram #10 from Frankaya Street, Lvov. He went to the last stop in the Persenkovka area, walked about 100 meters further, but saw nothing. He did not attempt to go further out of town towards Sikhu since he did not know the way and did not wish to be away from the Intourist control for too long a period. He attempted to arrange a trip to Khodorov, among other towns in the area, in order to take the rail line by the suspected site, but was not permitted to leave Lvov on short trips.

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FORM 10-57 53b	USE PREVIOUS EDITION, REPLACE FORMS 11-58, 01-20A AND 01-29 WHICH ARE OBSOLETE.	CLASSIFICATION SECRET	<input checked="" type="checkbox"/> CONTINUED	PAGE NO. 1 of 2
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4. AECASSOWARY 43's Intourist guide was not with him the first night in Lvov because AECASSOWARY 43 told him flatly that he was tired and was going to rest. AECASSOWARY/43 did go out to see Lvov after dinner and was not able to detect any surveillance. The Intourist guide insisted on being with AECASSOWARY 43 the next two evenings. AECASSOWARY 43 went to the opera alone on the fourth evening. Since AECASSOWARY 43 returned to the hotel after the opera and packed for his trip to Moscow the next day, he does not know whether or not he would have been seen leaving the opera and surveilled while walking through town. AECASSOWARY 43 felt that he was being controlled by the Intourist officials and guided to such an extent that it would be too indicative of clandestine activity if he made any serious attempts to escape controls. Therefore, he only tried to persuade his guide to allow him to go to various areas and did not attempt to reach them on his own, with the exception of the trip to Persenkovka.

5. AECASSOWARY 43 was instructed by AECASSOWARY 29 in the basic principles of surveillance including the use of diagrams. The two then practiced surveillance on each other on two different occasions for 15 to 20 minutes each and then on two unsuspecting Germans for about 15 minutes each. The purpose was to acquaint AECASSOWARY 43 with the practical aspects of being followed and the difficulties of surveilling. In view of Headquarters' decision not to make AECASSOWARY 43 witting of KUBARK, it was decided not to engage in further training. This would have required the introduction of staff or contract personnel into the picture and risked revealing to AECASSOWARY 43 the existence of a professional group behind AECASSOWARY 29. AECASSOWARY 29 was concerned at taking this risk and could not himself provide trained surveillants. AECASSOWARY 29 believes, however, that AECASSOWARY 43 would probably have spotted surveillance except of a real professional calibre. We do not hold as high an opinion of AECASSOWARY 43's ability to detect surveillance under Soviet conditions and feel that it could be possible that A/43 was surveilled without his knowledge.

APPROVED: 

Distribution:

- 2 - SR w/att as stated
- 2 - COS/G w/o att
- 1 - EE w/o att

Attachment: Herewith
Briefing Guide

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Detailed Briefing

Lvov

1. Persenkovka Railroad Station and area. 8 - E city plan.
 - a. Determine exact location of Lox facility.
 - b. Is name of plant #31?
 - c. What uniform do guards wear?
 - d. Are other uniforms visible in this area?If take bus to Striy - may see plant 31 from left side of bus.
2. Citadel Hill area - 5 D-E city plan.
 - a. Underground construction?
 - b. For whom? (PVO)
3. Lioniki - 10 km south of edge of Lvov.
 - a. Note type of radar on left side of road to Striy.
 - b. Any other installations here?
 - c. Uniforms in neighborhood?
4. Derewacz - 18 km south of Lvov - approximately 4 km after town.
 - a. Note radio equipment on right side of road to Striy.
 - b. Other installations?
 - c. Uniforms here?
5. Mikolajow-Rozwudow - where railroad meets road to Striy.
3 km to east - left side of both railroad and road.
 - a. Is there a fenced area with towers?
 - b. Give location and size.
 - c. Other installations in area?
 - d. Uniforms seen in area?
6. Tyszownica - 23 km south of Striy - left side of railroad and road.
By rail - between stations P. Synrubniszcze and Synowadzhowyz
By road - just after Synowadziko Niz
 - a. Is there a radio tower? What shape and contour?
 - b. Other installations?
 - c. Uniforms in view?

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7. Svalyava - south of town by 2 to 3 km
Both road and railroad pass through north of town
- Watch rail line to left and east to see if new railroad construction into this area.
 - What types of uniforms seen on streets and stations?
 - Any special type of railroad equipment seen here?
 - Any radar installations seen?

8. Chinadiyevo - approximately 7 km south of Svalyava
first valley to right of road and railroad - with railroad.
- Is railroad in use? Freight or passenger?
 - Any special rail equipment?
 - Any signs of heavy earth construction? Military construction?
 - Any installations seen up valley? Radar?
 - Uniforms in sight?
 - Can one get up the valley?
 - Any signs of surveying or bench marks or corner stones?

Second valley - approximately 2 km south of first valley.

- No rail reported here. Is one under construction?
- Is the road an improved road?
- Is the road blocked and patrolled?
- Same as for first valley.

Vyznice - River valley area - third valley - north of Kolchino to right of road and railroad

- Same information as two valleys above.
- Any signs of communications lines, heavy duty type power lines, radar or microwave towers.

9. Kolchino - approximately 4 km before Mukachevo to right of road and railroad.
- Watch for Lox railroad cars on main line or sidings. 50 or more? How many?
 - Area has double fences, watch towers and floodlights. How long is it? Type of equipment seen? Type of uniforms seen?

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- c. Underground bunkers? How many? How large?
 - d. Give number, size and shape of buildings and revetments. Any refrigeration type pipes?
 - e. Any new railroad construction? Where do old or new lines lead?
 - f. Hoarfrost on building ventilation systems?
 - g. Burned spots on ground near buildings or railways?
 - h. Branch of service of military personnel? Any sign of protective clothing?
10. Mukachevo - area southeast of town by 10-15 km between road from Mukachevo to Beregovo and to Khust. 40 km from Ukachevo and area lies in direct line to town of Vindgradov.
- Between towns of Makarovo and Komlush.
- a. Are these new rail spurs here?
 - b. Soviet Armored Divisions? Other uniforms?
 - c. Any sounds of firing guns or rockets.
 - d. Is area fenced and patrolled? How big? Shape?
 - e. Any radar or radio towers? Other installations?
11. Podplazi (Pod Polovec) (Razdel'ye on map)
- a. Enclosed area? Where located?
 - b. Underground bunkers?
 - c. What kind of troops?
12. Uzhgorod
- a. Reported new airfield 3 km NNE of town - covers area of 3,200 x 1,500 meters.
 - b. Is it new? Is it this site? To right or left of road and railroad? Concrete runways? Other concrete revetments, aprons, etc?

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13. Perechin - approximately 20 km northeast of Uzhgorod.
 - a. Rail spur going into valley to East? Is it used? New railroad lines here?
 - b. Any Lox cars here? How many and where?
 - c. Military units and uniforms?

14. Maliy Berezniy - approximately 15 km north of Perechin
 - a. Air base and hangar in mountain?
 - b. Lox cars?
 - c. Any new rail spurs?
 - d. Uniforms?

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