

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

2003

7 April 1954

MEMORANDUM FOR: CHIEF OF PROJECT

SUBJECT: Phase Four Site Survey: []

1. On 3 April 1954 [] made black flight into [] for the purpose of attending a meeting with [] and making a site survey of []

2. The meeting with [] was set up in a safe house by PIVALL. The meeting lasted from 2200 to [] hours on 3 April. [] presented the problem to [] [] had been previously briefed by PIVALL and readily understood our desires. [] was of the opinion that our tactical operations were of a much larger scale employing tactical aircraft and setting up a full scale training base. [] apparently attended this meeting prepared to offer all assistance for a large scale operation. When [] was presented the scope of our planned operations he immediately offered full [] support and set forth his recommendations as follows:

A. [] offered to:

- 1) Make available [] [] for planned operations.
- 2) Make available [] [] for planned operations.
- 3) Provide gasoline refueling at either base.
- 4) Provide [] cover for operations.
- 5) Provide area guards as required.

B. [] recommended:

- 1) All Phase Four operations to be conducted from [] [] stated that six air lines are operating daily flights from [] [] all using C-47 type aircraft.
 - a. Spare parts, mechanics, and assistance are now available at [] []
 - b. The [] [] has a going organization now operating at [] [] and would provide necessary cover.
 - c. A portion of his building could be made available for our use as an operations and commo center.
 - d. We would be authorized to construct a lean-to against the end of his building to be used for storage shed.

e. Houses and hotel rooms are available in [] for messing and billeting the air crews.

f. Night lighting facilities and radio facilities available at [] insuring twenty-four hour operations.

2) Not use [] for following reasons:

- a. Two C-47 aircraft would stand out at [] due to fact that only one airline operates through this air port and none remain overnight.
- b. The aircraft would have to be taxied to fuel reservecing point at airline terminal.
- c. No spare parts or mechanics available .
- d. No night lighting or radio facilities available.
- e. Runway is in bad shape with many holes. OK for day operations but dangerous for night flying.
- f. No adequate messing and billeting facilities available.

C. [] Reservations: Although [] offered 100% cooperation and support he did make the reservations that his statements were subject to the overall approval of [] He expected no trouble in getting this approval. However he wanted to have all details of our request prior to talking to [] and asking his concurrence.

3. [] Comments:

- A. We can operate from either []
- B. [] provides much easier problem from point of view of Logistics.
- C. [] provides better security for actual operations of aircraft.
- D. [] provides better security from view point of isolating our air crew from outside contact.

4. [] Recommendation:

A. We plan to use [] providing a secure method of messing and billeting the air crews can be obtained.

5. [] surveyed both sites -- []
[] - above comments and recommendation based on these site surveys and conferences with []

[]

Distribution:

C/P; C/PM; Air Ops

9 April 1954

MEMORANDUM FOR: CHIEF OF PROJECT

SUBJECT: Phase Four (Tactical Phase) Time Table

1. D - 60 (12 April)
 - A. Completion of Phase Four tactical air support plan draft.
 - B. Approval of draft by LINCOLN C/P.
2. D - 58 (14 April)
 - A. Complete Phase Four tactical air support plan with all annexes.
 - B. Review of plan by key staff personnel.
3. D - 57 (15 April)
 - A. Pouch copy of plan to C/WHD and C/AMO for comments and approval (request concurrence by cable to LINC).
4. D - 54 (18 April)
 - A. Send sterile version of plan to FRODOFUL for preparation of detail mission folders on proposed general target areas.
5. D - 52 (20 April)
 - A. LINC representative proceed to [] for meeting with []
 - B. Lay necessary ground work with PIVALL for procuring safe house, transportation, messing, etc. (NOTE: PIVALL scheduled to leave [] 20 April, advise he wait until 25 April.)
 - C. Through [] let necessary contracts for construction and rehabilitation to start 1 May.
 - D. Get [] approval overall air ops plan (through SALAMANDER and/or []

E. Insure availability:

- 1) Field night lighting.
- 2) Air-ground commo service (in English) 24 hours per day from D - 1 to D + 10.
- 3) Fuel and oil reserivicing 24 hours per day from D - 1 to D + 10.
- 4) Area guards D - 7 to D + 10.
- 5) Area passes for all hands (we make up passes here ~~in~~ Spanish/ for [] signature, will serve as personal identification in emergency).
- 6) Set up no air-ground commo procedures (identification signal lights from aircraft).

F. Work on cover story for [] operations with []

6. D - 42 (1 May)

- A. Start construction of additional room on end of present building. Room approximately 40 ft x 30 ft = 1200 sq ft. This room to be used for storage, base commo station, PM office.
- B. Start rehabilitation of office in present building.
- C. Start training cargo kickers at []

7. D - 27 (15 May)

- A. Send to field complete resupply reception committee plans giving DZ markings, identification signals, etc.
- B. Complete commo signal plans to field RROs and tactical ROs.

8. D - 12 (1 June)

- A. Completion of construction as stated above.
- B. Rent sa& houses. Three houses for air support unit, one house for PM and commo personnel. (Rent for thirty days.)

- B. Complete training cargo kickers at []

9. D - 7 (5 June)
 - A. Movement of advance cadre by black flight from [] to []
 - B. Rent four local sedans for three weeks for transportation (three for air support, one for PM-commo unit).
 - C. Movement of necessary office equipment on this black flight, i.e., desks, chairs, cots, etc.
 - D. Installation of telephone in air ops office.
 - E. Set up base station commo unit.
 - F. Set up LINC monitoring radio station at LINC.
10. D - 5 (7 June)
 - A. Movement of CAT III supplies to [] storage point (two black flights).
 - B. Include emergency aircraft spare parts - spark plugs, etc.
11. D - 4 (8 April)
 - A. Movement of balance Cat III supplies to [] storage point. (Two black flights.) Include balance personnel required.
12. D - 3 (9 June)
 - A. Load one aircraft for anticipated Cat. III resupply.
 - B. Air Ops and PM-Commo personnel move into safe houses.
13. D - 2 (10 June)
 - A. Set up offices for Air Ops, PM, and Commo.
 - B. Run Commo test messages to determine time factors involved.
 - C. Rig all para bundles with chutes ready for loading.
 - D. Set up army cots to sleep eight people.
14. D - 1 (11 June)
 - A. Establish Air Ops and Commo stand by alerts - 24 hour rotating shifts.

Final check at 4:00 PM, all

D-Day (12 June)

Alert status all hands

to D + 10 (1 June to 22 June)

Commander alert on rotating shift.

11 (22 June)

Alert movement to

[]

[]

[]

*Note on weather
around June 10-11
locally observed
thunderstorm
at 11:00 AM
at []*

TAB B

Commo Annex to Phase IV Tactical Air- Support Plan

1. MISSION

- A. Communications mission under the Phase IV tactical air-support plan is to furnish radio communications between [] Air Support Base and
1. Lincoln
 2. Air support aircraft up to 30 minutes after departure, on, or before return from, a mission.

2. STAFF

- A. Communicator staff will consist of two communicators, James Middlecott and John F. Shepstone, KUCLUB instructors presently at SCRANTON. Above two personnel will be detailed to air support radio station upon breakup of the SCRANTON training camp, date for which is indefinite but which should be about D-27.

3. EQUIPMENT

- A. Three HS-1's complete with necessary accessories will be drawn from equipment on hand at the breakup of the SCRANTON camp. If an RT-1B 100-watt transmitter and a communications receiver is available from the above supply, these items, together with necessary accessories, will be included.

4. STATION LOCATION

- A. Location of the air support radio station will be at [] in a room to be constructed as per paragraph 6 of Phase Four Time Table.

5. SUPPORT

- A. Billets and Messing - Same as for air support personnel (Paragraph 8-B, Phase IV Time Table)
- B. Transportation - Regular transportation will be the same as for air support personnel (Paragraph 9-B, Phase IV Time Table)
- C. Office Furniture - Following is list of minimum office furniture and supplies required by the commo section:
- 2 tables - approx. "36 X60" Top
 - 2 chairs
 - 1 Typewriter (Mill, if available)
 - 2 cots
 - 2 desk lamps
 - Supply letter size stationery
- Above furniture may be included on black flight of Paragraph 9-C of Phase Four Time Table, or may be constructed or purchased locally.
- D. Technical Support - Technical supplies can be drawn from Sherwood, with minor items being purchased locally.
- E. Cover and Compartmentation - [] will be utilized for cover same as for air support personnel. compartmentation is same as for air support.

6. SIGNAL PLAN

A. Base - Field

1. Prior D-1

- (a) SCRANTON signal plan (copy attached) and materials will be used for pre-D day communication with Utensil (KUBARK base radio). This plan provides for contacts as follows:
- | | |
|---------------|--|
| 1200Z - 2200Z | Utensil Monitors every hour on the hour |
| 2400Z - 0600Z | Utensil Monitors every 2 hours on the hour |
| 0900Z - 1200Z | Utensil Monitors every 3 hours on the hour |
- (b) Calling pattern for above is 3 minutes field; 2, base; 3, field; 2, base. At 10 minutes past the hour, both Base and Field shift to alternate frequencies and repeat above pattern. Base will not call if field is not heard. Frequencies are given in the attached signal plan. Crystals for communication with air support aircraft will be drawn from air support.

2. D-1

- (a) On D-1, UTENSIL will mount a 24 hour guard channel, and Field will go on 24 hour alert, rotating shifts. Test messages will be exchanged at 3 hour intervals throughout the 24 hour period to determine time factors and contact conditions.

3. D Day-to D + 10

- (a) 24 hour alert status will be maintained.

4. D + 11

- (a) Close station, implement Disposal plan.

B. Airbase Radio to Aircraft in Flight

1. D Day to D + 10

- (a) Communicators will be prepared to furnish radio communication between the air base and aircraft in flight up to 30 minutes following departure of aircraft on a resupply mission, and will maintain guard over aircraft channels until return of each flight.

7. DISPOSAL PLAN

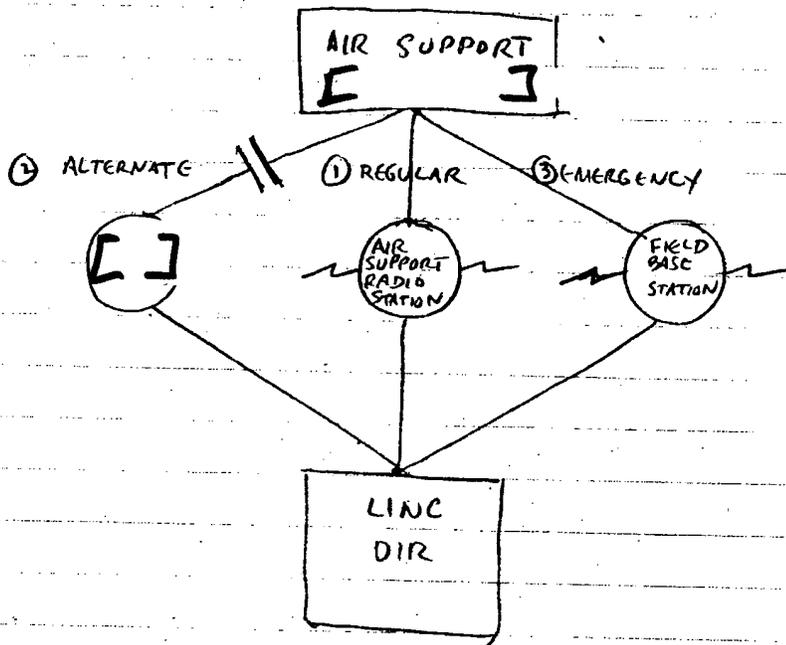
- A. Disposal of equipment and personnel will depend upon outcome of the operation. Instructions re disposal will be forwarded to the field at earliest moment indicated.

8. DISASTER PLAN

- A. Communications personnel will follow general air support disaster plan on instructions of Air Support commander. Agent radio equipment, signal plans, crystals, and files will be treated according to commo security regulations.
- B. Individual disaster plans are already in possession of communicators.

9. COMMO CHANNELS :

A. Commo regular, alternate, and emergency channels are given in the following diagram with explanations keyed to the respective channel.



B. KEY

① REGULAR - as per signal plan, equipment and staff of PRs 2, 3, + 6 above.

② ALTERNATE - Communicators have cut-out to [] for alternate channel. A daily contact plan is already in effect. Communicators will draw on Air Support for transportation in implementing contact. Telephone contact is not considered reliable enough for contact with cut-out.

③ EMERGENCY - In event of failure above channels,

courses may be sent via Air Support
vehicle ^{or small plane} to the Sherwood site
where Sherwood radio communications
are available into KUBARK.