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 CENTRAL INTELLIGENCE AGENCY
 SOURCE METHODS EXEMPTION 3828
 NAZI WAR CRIMES DISCLOSURE ACT
 DATE 2007

TRANSMITTAL SLIP

DATE 12/20

TO: C A

BUILDING _____ ROOM NO. _____

REMARKS:
No. Comply
"Editing" should include
removal of mention of
Area.

FROM:

BUILDING _____ ROOM NO. _____ EXTENSION _____

FORM NO. 36-8
 SEP 1948

UNCLASSIFIED RESTRICTED CONFIDENTIAL **SECRET**
 (SENDER WILL CIRCLE CLASSIFICATION TOP AND BOTTOM)

CENTRAL INTELLIGENCE AGENCY
OFFICIAL ROUTING SLIP

TO		INITIALS	DATE
1	<u>C</u>] COP ^{12/19}	<u>C. J.</u>	12/20
2	<u>C</u>] FBI	<u>[Signature]</u>	
3	<i>Pls prepare edited version for Brief.</i>		
4			
5			
FROM		INITIALS	DATE
1	<u>C</u>] ASO		12/19/49
2			
3			

APPROVAL
 ACTION
 COMMENT
 CONCURRENCE

INFORMATION
 DIRECT REPLY
 PREPARATION OF REPLY
 RECOMMENDATION

SIGNATURE
 RETURN
 DISPATCH
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REMARKS:

SECRET CONFIDENTIAL RESTRICTED UNCLASSIFIED

FORM NO. 36-8

SECRET

19 December 1949

MEMORANDUM FOR: []

SUBJECT : Testing of Special Communications Equipment
to be Used in Connection with BGFRIEND.

the infiltration phase of

1. During the period 7-16 December 1949 a series of air-ground and ground-air tests were conducted to determine the adequacy of the special Commo equipment which has been ^{see aside} purchased for use in BGFRIEND.

^{As} The installation was made in a C-47 aircraft which, as you know, is the type ^{presently} contemplated ^{for use} in actual operations. A ~~box~~ ^{were} containing the transmitters and receivers was installed in the forward section of the cargo compartment just behind the bulkhead which separates the cargo compartment from the radio-operator and navigator compartment. The operator's ^{equipment} position, including the tape recording and sending equipment, was installed in the radio-operator and navigator compartment. The layout appeared to be entirely satisfactory and ^{the} our equipment ^{did not} interfere ^{and} in ^{operation of} no way with the aircraft's normal electrical system. The equipment withstood the normal vibrational stresses, landing and taxiing shocks, and temperature changes prevalent in climbing to and flying at varying altitudes ^{between} from sea-level to 12,000 feet.

2. The equipment worked extremely well on the test missions which were designed to simulate, in so far as possible, the actual field operational problem. The ground stations were located along the ^{a mountain ridge} ~~Six Line drive~~ under varying conditions of terrain, etc., and good two-way reception was accomplished ^{while} flying parallel courses ^{at} up to 100 miles from the ground ^{stations} locations with the aircraft maintaining 8,000 feet altitude. At 120 miles distant, reception was satisfactory with the aircraft flying at 10,000 ft. ^{and} At 140 miles distant satisfactory two-way reception was still being maintained with the aircraft maintaining a 10,000 ft. altitude. Recorded tape messages were transmitted and received ^{at} very well ^{at} on all ^{distances} courses. ^{Sal's factory results obtained in tests} As a result of the ^{is} extreme ^{is} satisfactory ^{is} of the Phase II testing conducted on Friday, 16 December, 1949, it was concluded by myself and the Commo personnel involved that the equipment meets the operational requirements contemplated ~~for BGFRIEND.~~

3. The aircraft has been returned to the Air Force and our equipment will be removed today, the 19th of December, 1949.

ASQ []

SECRET