

**SECRET**

21 December 1949

MEMORANDUM FOR: [ ]

1. During the period 7-16 December a series of air-ground and ground-air tests were conducted to determine the adequacy of the special Communications equipment which has been set aside for use in the infiltration phase of FINEB. An installation was made in a C-47 aircraft which, as you know, is the type presently contemplated for use in actual operations. The transmitters and receivers were 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 layout appeared to be entirely satisfactory, and the equipment did not interfere in any way with operation of 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 latitudes between sea-level to 15,000 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 a mountain ridge 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 with the aircraft maintaining 6,000 feet altitude. At 120 miles, reception was satisfactory with the aircraft flying at 10,000 feet. At 140 miles satisfactory two-way reception was still being maintained with the aircraft maintaining a 10,000 feet altitude. Recorded tape messages were transmitted and received at all distances. As a result of the satisfactory results attained in tests, it is concluded that the equipment meets the operational requirements contemplated.

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NAZI WAR CRIMES DISCLOSURE ACT  
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