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ADANA - FILE

Copy 5 of 5.

20 July 1956

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MEMORANDUM FOR : Project Director of Operations

SUBJECT : Follow-up Items from Trip to Wiesbaden

1. I discussed exposed film movement with Gen. Light and Col. Marthens. Gen. Light suggested that we use the MATS Blueplate Special which runs from Wiesbaden to Washington to return all exposed film. This would include both German and Adana take. His reasons for this are: (a) He has control of that run and will see to it that we have A-1 priority even if we have up to a ton of exposed film; (b) this run has better service in case of engine trouble or other difficulties and is given priority in getting through on schedule; (c) it is much more comfortable for the courier to ride and he would have better control of the film on this airplane since it is a VIP type of movement; (d) the film will land at Washington which is much more convenient for us to tranship to EKC and more convenient for Security personnel. If you have any objections regarding changing to the Blueplate will you please discuss them with me as I see no reason not to use this service.

2. In furtherance of our policy to let detachments know more of our thinking and to help them in getting ready for an operational mission, I suggest that when we send [redacted] we give them the tentative route we are considering. I realize that when we send [redacted] the flight plan may be entirely different, however [redacted] was most desirous of knowing our thinking right from the first. The weather people were also interested in getting where we propose to go in [redacted]

In this way they could follow our thinking weather-wise and check it with their local evaluation. This will in no way mean that they will try to second guess us. It is merely to keep them in the family of knowledge.

3. In our flight plan dispatch we show turning points as an infinite point. It is obvious that in order to photograph a point the plane must be level and that after photographing and making a turn with the appropriate radius the flight plan might be different from the one you draw by a matter of 4 or 5 miles. In fact, to cover some of the targets they would have to make a clover leaf and return to photograph the target as well as the assigned track. The difference in our figuring and theirs can result from this difference in pencil plotting and actually flying the course. They suggest that you indicate in your dispatch the actual target that you want photographed at a turning point and they can arrange to fly over that part with the airplane level and then turn afterwards to insure we get such a target at a turning point. I have discussed with some of your people this problem and I believe you are aware of it.

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4. [] and his weather people have objected to the necessity of submitting Annex 1 to the 48-hour report since they say such information is superfluous and has been furnished in HBJANUS-1. I want you to look into this and if this is the case, I recommend we cancel one or the other of these requirements.

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5. In conjunction with this Annex 1, I believe we require [] people to submit the weather picture after flown by six digits. The first two digits give the weather picture from the vertical and as I understand it the last four digits give the oblique weather out to distance. They claim that giving these last four digits is almost an impossibility and requires a great deal of work with overlays in order to determine at those distances what constitutes two-tenths coverage. I will discuss this with you further at your convenience.

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6. As you recall during last active operations there was some misunderstanding in categorizing the weather along our flight path. Detachment A also realized it was difficult to let us know how the weather varied along the flight path, so in the future in the [] a V between numbers on the route plot will indicate weather variation, i.e., 1-V-3 means clouds increase from category 1 to category 3 along this section, or 3-V-1 would indicate that cloudiness decreases from category 3 to category 1 in this section.

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7. Another complaint they had was that in our weather forecast to them the winds have varied from one quadrant to another from 240 to 90 degrees. While they say that might be possible, they say in a particular case it is completely erroneous because they do have pretty good indication of the wind from their charts and they could see these forecast wind directions were in error. I wouldn't do anything about this now but watch this condition in the future to be sure our forecasters are doing a good job. [] can look into this.

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8. Would you have someone plot the message regarding weather before dispatching it. When they receive the weather at the other end at times it does not make sense, and if someone here would plot the message, they too would see it was impossible to get a weather picture from the dispatch.

9. The information [] gets as a result of our flights in denied territory is not being transmitted to 12th Air Force or USAFE. Gen. Beebe objects to this because he claims he cannot furnish protection for our bird without this information as soon as [] people pick it up. I am going to look into this and see that this is

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changed so that [] can give both Detachment A and
Gen. Beebe and [] information regarding enemy reaction.

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SIGNED

J. A. GIBBS
Deputy Project Director

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