SECKET ADMIN - FILE

Copy 5 of S. 25X1

20 July 1956

MEMORANDUM FOR : Project Director of Operations

SUBJECT

: Follow-up Items from Trip to Wiesbaden

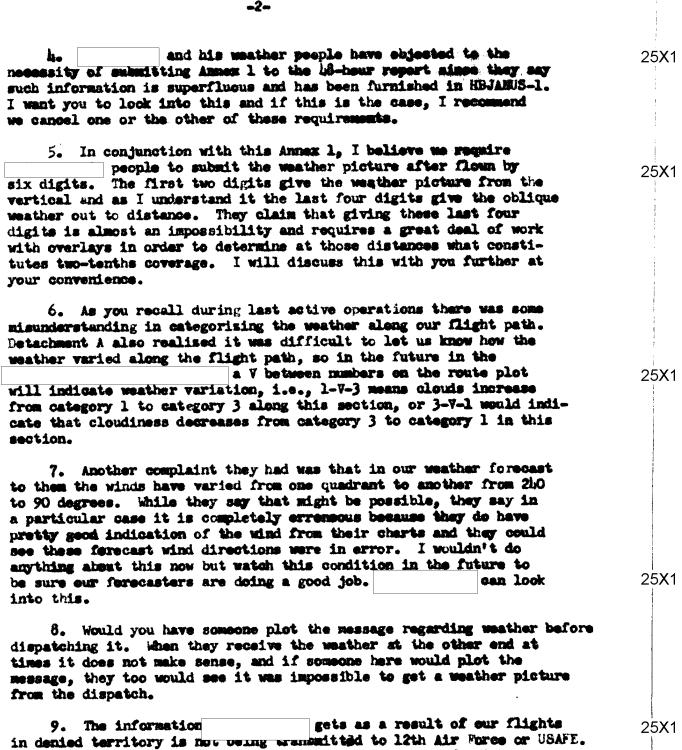
1. I discussed exposed film movement with Gen. Light and Col. Marthens. Cen. Light suggested that we use the MATS Blueplate Special which runs from Wiesbaden to Washington to return all exposed film. This would include both German and Adams take. His reasons for this are: (a) He has control of that run 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 mevement; (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 we give them the tentative route we are considering. I realise that when we send the flight plan may be entirely different, however 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 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 h 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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en. Beebe objects to this because he claims he cannot furnish pro-

people pick it up. I am going to look into this and see that this is

tection for our bird without this information as soon as

-3-

changed so that can give both Detachment A and information regarding enemy reaction.

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SIG. LD

J. A. GIBBS Deputy Project Director

1 & 2 - Ops 3 - FMB 4 - JAO 5 - Chron.

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