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CHAL-0667
Copy 4 of 6.

14 May 1959

MEMORANDUM FOR THE RECORD

SUBJECT : Trip Report-- European Visit by Col. Burke,
26 April - 9 May 1959

1. The following are highlights of my trip to Germany, Adana,

[Redacted]

a. Germany.

Agreement was reached with [Redacted] USAFE Headquarters with regard to the earliest timing for the relocation of [Redacted] as well as the system to be used to assure continuing advice and air support assistance for the European stations. The schedule assures some CIA-owned equipment in place in Germany through 15 August 1959.

b. Adana.

The unit goes to considerable effort to ensure that its living and working area is superior to that of the rest of the base. In this regard as well as in industrial housekeeping and flight line maintenance the unit is outstanding. Aircraft histories and maintenance records are the best I have observed. Camera histories and records, although not in effect for the same length of time, are excellent. Mission planning, briefing and debriefing are the best I have observed since I have been in the Air Force and copies of the detailed system used are being pouched to headquarters for dissemination to the other detachments for their use.

Deficiencies. One tracker camera has never functioned properly. I pointed out that it was [Redacted] responsibility to either make it work or return it to the factory.

ACTION: This camera, as well as one in the same condition at [Redacted] will be returned to Perkin-Elmer. It was felt that the A-1 camera should be retired and placed in storage.

ACTION: Message to be sent to accomplish this objective.

Operational SOP's were not up to date but were brought

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USAF review(s)
completed.

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Time pads inserted by the unit in the "Fast Move Concept" duplicated similar pads in the headquarters plan. It was agreed that the unit pads would be removed and that a good weather concept be agreed with additional pads for poor weather deployment forecasts.

I noted an absence of pilot write-ups on the aircraft and urged pilots to write every detail up so that trends on equipment weaknesses could be followed closely. The tendency has been for pilots to informally advise crew chiefs of small discrepancies. Col. Beerli emphasized the need for each pilot to accomplish the forms in a thorough manner.

The aircraft fuel consumption is well below that of the flight handbook. Many factors are involved, such as additional modifications, paint and rough surfaces, engine performance, etc., but the principal one is likely to be pilot operation--not going high enough and therefore losing range. Since all pilots have been experiencing the exact same trouble, I have asked Operations to contact Mr. Johnson's people to reaffirm range characteristics.

Morale. Col. Beerli is a dynamic leader and there is enormous pride in the unit and its record. pilots share this spirit at this point and training results confirmed by tracker analysis indicate outstanding pilot performance. I feel that this unit is as good as it will ever be. A major problem in the future will be to continue the high competence it now has.

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Housing. I looked at the housing in town and although I feel it is adequate, I would much prefer to have at least the pilots and their families on the base. There have been incidents which have occurred due to Turkish/Middle Eastern disapproval of the freedom American women enjoy. One serious incident has already occurred with no security damage, but at any time I believe others could occur which might endanger the security of the project and our status in Turkey. Therefore, if the J-75 accomplishes its objective of prolonging the life of the U-2, additional trailers should be installed on the base. A study is now being made to determine adequacy of water, sewage, and electricity on base for additional trailers.

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SIGNED
WILLIAM BURKE
Colonel, USAF
Acting Chief, DPD-DD/P

cc: DD/P

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