

CLASSIFIED MESSAGE

Approved For Release 2000/04/12 : CIA-RDP66B00664R000400120006-8
DATE 1605Z 20 MAR 64

TOP SECRET

ROUTING		
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TO DIRECTOR
 FROM [REDACTED] 25X1A
 ACTION: OSA 1-15 25X1A
 INFO :

EDD
 RS
 RP
 KB
 WC
 SP

ROUTINE
 MSN 5044A
 IN 69079

TOR: 1728Z 20 MAR 64

25X1A 25X1A

TO PRIORITY [REDACTED] INFO [REDACTED] CITE [REDACTED] 0239 25X1A

25X1A REF: A. [REDACTED] 3107
 B. [REDACTED] 6572 (filed 5044A)

25X1A 1. PAR 1 REF B, DO NOT ANTICIPATE PROBLEM ON RETENTION OF ONE [REDACTED]. AT THIS POINT, WITH IMPROVEMENTS HERE, PERSONNEL HERE HAVE EXPRESSED PREFERENCE FOR TDY HERE OVER [REDACTED] AS 25X1A YET HAVE HAD NO COMPLAINT FROM OUR PERSONNEL HERE. BELIEVE WORK LOAD HAS LEFT LITTLE ROOM FOR CONSIDERATION OF PERSONAL PROBLEMS.

25X1A 2. PAR 5 AND 6 REF B, WE SEE NO NEED FOR ADDIT PERSONNEL AT THIS TIME, HOWEVER LOSS OF [REDACTED] WILL BE FELT. [REDACTED] AND SGT [REDACTED] HAVE THE MOST RIGOROUS SCHED BUT IF HQS ABLE TO APPROACH PROPOSED SCHED REF A AND OTHERS OF US RELIEVE THEM WHEN POSS SEE NO PROBLEM. BELIEVE ADDIT OF [REDACTED] WOULD HELP BUT SUGGEST PASSPORT AND HOUSING PROBLEMS BE RESOLVED FIRST. FRANK P SUGGESTS IF HE ARRIVED APPROX TWO WEEKS PRIOR ROTATION WILL AFFORD OPPORTUNITY TO WORK WITH BOTH NAVS AND SHOULD HAVE HIM WELL PREPARED TO SUPPORT [REDACTED]

TOP SECRET

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

25X1A

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3. IT APPEARS OUR NEW MAIL PROCEDURE MAY BE AN IMPROVEMENT OVER THE OLD BUT WILL RESERVE FINAL JUDGEMENT. ALSO POSS THAT IMPENDING SEATO EXERCISE MIGHT HAVE ADVERSE RESULT.

25X1A

4. ██████████ AND I HAVE RCVD U3B CHECKOUT IN SPITE OF "SEMANTICS" PROBLEM WHICH SHOULD AID WITH 60-3 PLUS NUMEROUS COURIER PICKUPS AT ██████████

25X1A

5. WE ARE IN GOOD SHAPE WITH RESUPPLY AND NOW FEEL SET FOR AN INDEFINITE PERIOD. WE DID RECEIVE 125 DRUMS LF1A IN 300 DRUM SHPMT AND WE PLAN TO USE THE OLD FUEL WHEN/IF THE MIL SPEC IS DEPLETED. PLS ADVISE IF YOU FEEL ADVISABLE TO ADD ADDITIVE, IF SO WE WILL REQUIRE ADDITIVE AND INSTRUCTIONS. FYI WE HAVE OBTAINED ADDIT MAPS FROM ██████████ 25X1A

25X1A

6. A. MSNS SO64A AND SO74A WERE FLOWN WITH NO PROBLEMS EXCEPT WX. ██████████ BOTH EST 5 AND 10 PER CENT COVERAGE WITH RESULTANT MINOR NAV PROBLEMS. BELIEVE BOTH DID WELL CONSIDERING AND ART CONTINUED TO PERFORM WELL WHICH IS A BREAK FOR US.

25X1A
25X1A

B. SO84A WITH ██████████ WAS A GOOD ONE. ██████████ DID FINE JOB WITH NO DEVS IN EXCESS OF 2NM. THOUGH SOME HAZE, COVERAGE EST 85 PER CENT PLUS WHICH AS YOU AWARE IS UNUSUAL FOR ██████████ AREA. 25X1A
ART CAME THRU AGAIN WITH MINOR DISCREPS OF AUTO/P MACH SENSOR , WEAK UHF TRANSMITTER AND ██████████ MALFUNCTION. 25X1A

7. JOHN P SEE NO BIG PROBLEMS IN PERFORMING PE HERE ON 342. I FEEL HIS SUGGESTION IS VALID ON OBTAINING REQUIRED PARTS TO KEEP THE KIT INTACT FOR ROUTINE MAINT. DO NOT KNOW IF HQS PROPOSES AN ADDIT ART HERE WHILE 342 DOWN FOR PE BUT REQUIRED MAINT ON ANOTHER MSN ACFT IN CONJUNCTION WITH PE COULD CAUSE SOME PERSONNEL PROBLEMS PLUS NECESSITY FOR UTILIZATION OF USAF HANGAR.

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THERE IS REMOTE POSS THAT PE AND STAND-DOWN FOR SEATO EXERCISE* COULD
OCCUR AT SAME TIME (APPROX 20 APR). REQUEST YOU DISCUSS REQMT
FOR INSPECTOR FOR PE WITH ██████████ AND ADVISE.

25X1A

END OF MESSAGE