

OXC-3466

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7 May 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Visits to Elmendorf and Eielson AFB's, 14-17 April 1962  
(Project OXCART)

1. The undersigned, in the company of Lt. Col. Peter J. McCarthy (Project Hap), Lt. Col. Houser G. Wilson (AFCIQ-5) and Mr. [redacted] (Shell Oil Co.), visited Elmendorf and Eielson AFB's, Alaska, during the period 14 - 17 April 1962. The purposes of these visits were to brief key personnel in the Alaskan Command about the requirement to store OXCART fuel at Eielson AFB, to survey existing storage facilities and determine the need for construction of additional facilities. These visits were also intended to determine the most efficient means of delivery of the fuel to the storage point. The undersigned was specifically concerned with security and cover considerations.

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2. At 0900 hrs, 16 April 1962, the party, excepting [redacted] met with Lt. Gen. George W. Mundy, CINC, Alaska, and Maj. Gen. Wendell W. Bowman, Cdr, Alaskan Air Command, Elmendorf AFB. Following their OXCART briefing, the Generals indicated their complete willingness to assist the Project in any way they could. They were acquainted with the requirement to store 350,000 gallons of special fuel at Eielson AFB, the base from which KC-135's will operate in support of OXCART operations. They were also told of our intention to use Eielson and Elmendorf AFB's as emergency landing fields for the A-12, and of the requirement for complete security of the vehicle should this eventuality arise.

25X1

3. Following this meeting, Gen. Bowman introduced the party, including [redacted] to Colonel's Sam W. Westbrook, DCS/OPS and Edwin L. Little, DCS/MAT of the Alaskan Air Command. Both of these individuals have almost three years still to serve in Alaska. They were given a limited OXCART briefing and acquainted with the requirements. It was learned here that secure storage for the A-12 could be provided from among existing facilities at Elmendorf.

25X1

4. These discussions revealed that Eielson has no existing facilities for fuel storage that would meet our specifications. Therefore, new construction would have to be done and should be undertaken as soon as possible if it is to be completed this year. Weather at Eielson limits the construction period to approximately June thru September. With regard to delivery of the fuel from

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Anchorage to Eielson several possible means were explored, including pipeline, motor fuelers and railroad tankers, all from Anchorage. There seemed to be general agreement that railroad tankers via Fairbanks could best meet our requirement. Consideration was also given to the means of delivery to Anchorage from Seattle. Three possibilities were mentioned: seagoing tanker, motor fuelers up the Alaskan Highway or railroad tankers loaded on barges. While still at Elmendorf, Mr. Harris met with the base POL specialist.

5. These meetings were concluded by 1400 hrs at which time Gen. Bowman provided the party his C-54 for the trip to Eielson. Prior to our departure Gen. Bowman called the Eielson Base Commander, Col. Stephen W. Henry. As agreed with the party beforehand, Col. Henry was only told that several Hqs. USAF representatives would visit him to discuss a fuel R&D program he would be called upon to support.

6. The party arrived at Eielson at 1545 hrs and met with Col. Henry for about an hour. It was explained to Col. Henry that Hqs, USAF is sponsoring a program under which certain special fuels, similar to JP-6, will be stored at Eielson to develop experience in storage and handling techniques under the extreme temperature conditions peculiar to Eielson. Col. Henry accepted this explanation without question and indicated he would provide whatever support was required. It was also mentioned to Col. Henry that there would be a requirement for a heated building wherein several special flightline fuelers could be stored along with certain ground support equipment.

7. On 17 April 1962 the party was met by Lt. Col. James F. Conti, the Base Engineer, and driven to his office. Col. Conti had been briefed by Col. Henry. Col. Conti displayed drawings of the base, including the POL and flightline areas. Thereafter the party was taken on a tour of the Base.

8. These discussions and the tour produced the following information and conclusions. None of the existing fuel storage facilities are suitable for our purposes. Existing storage tanks and delivery systems could be modified but there was doubt regarding Eielson's ability to release the facilities. Thus, the conclusion, we should construct the facilities ourselves. The base engineer recommended that the tanks be erected on an area of ground, that has already been prepared for construction which is adjacent to their POL area. The site recommended will provide rapid and direct access to the aerial tanker ready area. He identified a paved pad in the ready area complex where tankers supporting our flying activity could park to be fueled. The ready area is approximately one-fourth of a mile from the POL area. The engineer also recommended that a

Butler building for fueler and GSE storage be erected on the ground adjacent to the pad on which the tanker would be parked. Col. Conti volunteered that he and his staff would be available to lend whatever assistance they could. He felt they could advise the activity, letting the contract, with regard to construction techniques peculiar to this area of Alaska, and also they might provide the inspection called for under the contract.

9. With regard to the security aspects of this situation, the following comments are made. The location of the facilities as described above is desirable. It is remote from other activities on the base, including the SAC U-2 hangar which is on the other end of the flightline. The POL area is regularly patrolled by AP's. By identifying our area as one requiring close attention by the AP's, and adding fencing and lighting around our fuel storage, the physical security should be adequate.

10. All containers used in moving the fuel from the refinery in Wood River, Illinois to the tanks at Eielson would have appropriate seals that would be inspected at each transfer point. It is understood that certain basic tests can be performed on fuel samples to reach a determination about contamination. These tests could be performed at Eielson by the USAF POL supervisor.

RFB/ap

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