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CLASSIFIED MESSAGE

ROUTING

ORIG: [] Approved For Release
UNIT: ROTSA
EXT: 6424
DATE: 29 JAN 1969

2002/06/24 : CIA-RDP75B00326R000100100024-8

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IDEALIST
REF [] - 9824

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THE FOLLOWING, EXTRACTED FROM THE IG REPORT OF FEB 1962,
IS PERTINENT TO [] AND IS PROVIDED FOR YOUR INFO:

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"18. THE U-2 FACILITY AT EDWARDS AIR FORCE BASE: THE
AGENCY'S PRINCIPAL PRESENT INSTALLATION FOR MOUNTING
MANNED OVERFLIGHTS OF DENIED TERRITORY IS THE DPD
STATION AT EDWARDS AIR FORCE BASE, 40 MILES NORTH OF
LANCASTER, CALIFORNIA. THE STATION HAS A [] PLUS

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[] TECHNICAL REPRESENTATIVES OF LOCKHEED AND OTHER
COMPANIES AND [] THERE ARE TWO
[] AT THE BASE. FOR COVER PURPOSES THE
STATION IS IDENTIFIED AS USAF WEATHER RECONNAISSANCE

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SQUADRON PROVISIONAL 4 (WRSP-4). ORIGINALLY ESTABLISHED IN JUNE 1957, THE UNIT ABSORBED THE FUNCTIONS OF OTHER BASES AS THEY WERE PHASED OUT AND IS NOW THE ONLY REMAINING U-2 BASE EXCEPT FOR THE TACKLE PROJECT.

"19. THE U-2 FACILITY IS A CLUSTER OF HANGARS AND OFFICE BUILDINGS IN A REMOTE LOCATION AT THE NORTH END OF THE BASE AND DRY LAKE AREA. ENLISTED MEN, AGENCY PERSONNEL AND TECHNICAL REPRESENTATIVES ARE HOUSED OFF BASE WITH THE RESULT THAT MOST HAVE NO ALTERNATIVE BUT TO MAKE THE 80 MILE ROUND TRIP TO LASCATER DAILY.

"20. WITH THE RECENT RETURN OF THE U-2 BASED AT ADANA, TURKEY, THERE ARE SIX U-2'S UNDER STATION MANAGEMENT. ALL SIX ARE EXPECTED TO BE POWERED WITH THE J-75 ENGINE BY THE END OF THE PRESENT FISCAL YEAR. THREE OF THE AIRCRAFT HAVE COMPLETED OR ARE IN PROCESS OF BEING RECONFIGURED FOR

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IN-FLIGHT REFUELING (IFR) AND SINGLE SIDE-BAND COMMUNICATIONS SYSTEMS. MODIFICATIONS AND MAJOR MAINTENANCE ARE PERFORMED BY LOCKHEED AT ITS BURBANK PLANT.

"21. **THE EDWARDS STATION HAS CONDUCTED ALL U-2 OVER-FLIGHTS OF DENIED TERRITORY SUBSEQUENT TO 1 MAY 1960 INCLUDING AS OF DECEMBER 1961, 29 OVERFLIGHTS OF CUBA, TWO OF THE DOMINICA REPUBLIC AND TWO OVER NORTH VIETNAM. THE EDWARDS AIRCRAFT**

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IN ADDITION TO THESE OPERATIONAL FLIGHTS, THE DETACHMENT

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MENTIONED PREVIOUSLY, AND THE TESTING OF U-2 RECONFIGURATIONS

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"22. THE EDWARDS BASE IS EFFICIENTLY OPERATED AND FULLY CAPABLE OF PERFORMING ITS MISSION. CONSIDERABLE THOUGHT HAD BEEN GIVEN BOTH AT THE BASE AND AT HEADQUARTERS TO EASING THE STAFF COMMUTING PROBLEM PARTICULARLY IN CONNECTION WITH AFTER-HOURS DUTY. NO FULLY SATISFACTORY SOLUTIONS HAVE BEEN FOUND. THE IG TEAM SUGGESTED THAT CONSTRUCTION OF ON-BASE HOUSING OR USE OF HOUSE TRAILERS BE EXPLORED. . . .

"27. SUMMARY OBSERVATIONS ON IDEALIST: IDEALIST STANDS OUT TODAY AS A PROJECT THAT ACHIEVED BRILLIANT RESULTS THROUGH THE DEVELOPMENT AND USE OF A NEW APPROACH TO PEACETIME INTELLIGENCE COLLECTION. INNOVATION WAS NOT LIMITED TO THE AIRCRAFT AND CAMERAS ALONE. IT INCLUDED THE DEVELOPMENT OF A NEW COMMAND AND MANAGEMENT SYSTEM AND THE EMPLOYMENT OF NEW IDEAS FOR DOING BUSINESS WITH SUPPLIERS. IT EMPLOYED OR DREW ON THE SERVICES OF A SELECT GROUP OF COORDINATING OFFICERS

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TALENTED INDIVIDUALS AND PROVIDED THEM WITH DRIVING, IMAGINATI
LEADERSHIP.

"28. THE LOSS OF THE U-2 OVER RUSSIA IN MAY 1960 INDICATED
A GROWING VULNERABILITY OF THE AIRCRAFT WHICH NOW RESTRICTS
ITS USE AGAINST FIRST-CLASS AIR DEFENSE SYSTEMS TO SITUATIONS
OF EXTREME EMERGENCY. IT MAY CONTINUE TO HAVE USEFULNESS
AGAINST SECOND-RATE DEFENSE SYSTEMS FOR SOME TIME TO COME
BUT MEANWHILE SUPERIOR VEHICLES ARE BEING SOUGHT UNDER
OTHER PROGRAMS WHICH COULD DISPLACE IT ENTIRELY IN A MATTER
OF A FEW YEARS.

"29. FROM THE INTELLIGENCE COMMUNITY POINT OF VIEW,
WE BELIEVE THAT THE NEED IS NOW DISAPPEARING FOR AGENCY
OPERATION OF U. S. BASED U-2'S SEPARATE AND APART FROM THE
U-2 STRATEGIC WING MAINTAINED BY THE AIR FORCE AT LAUGHLIN
AIR FORCE BASE, DEL RIO, TEXAS. THE REQUIREMENTS AND FILM

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EXPLOITATION SYSTEMS OF DPD AND NPIC NEED NOT BE DISTURBED AND THE AGENCY SHOULD RETAIN RESPONSIBILITY FOR PILOTS AND FOR STAGING OF MISSIONS. THE AIR FORCE, HOWEVER, COULD READILY INTEGRATE THE AGENCY'S U-2 AIRCRAFT INTO ITS OWN U-2 OPERATIONS, EVEN INCLUDING RETENTION OF THE EDWARDS INSTALLATION, AND ASSUME RESPONSIBILITY FOR FACILITIES, STAFFING, MAINTENANCE, RESEARCH AND DEVELOPMENT, AND FOR OPERATIONAL READINESS OF THE AIRCRAFT. THE AIR FORCE DEL RIO BASE IS ALREADY EMPLOYED AS A STAGING POINT FOR DPD'S CUBAN OVERFLIGHTS.

"30. THE CAPABILITY OF THE U-2 MIGHT BE EXTENDED IN THE PRESENT PERIOD BY STAGINGS FROM AIRCRAFT CARRIERS WHICH WOULD ENHANCE SECURITY THROUGH ELIMINATION OF HOST COUNTRY PROBLEMS. WE WERE INFORMED BY DPD PERSONNEL THAT THE USE OF CARRIERS WAS CONSIDERED EARLY IN THE U-2 PROGRAM BUT REJECTED FOR REASONS NO ONE COULD CLEARLY IDENTIFY. THIS IS A JUDGEMENT

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WHICH WE CONSIDER QUESTIONABLE AND WORTHY OF REVIEW EVEN AT THIS LATE DATE.

IT IS RECOMMENDED THAT: A. THE ACTING CHIEF, DPD, EXPLORE WITH APPROPRIATE REPRESENTATIVES OF THE AIR FORCE ARRANGEMENTS AND TIMING FOR TRANSFER OF CONTROL OF U. S. BASED U-2'S UNDER IDEALIST TO THE AIR FORCE, RETAINING UNDER IDEALIST THE CONTROL OF CREWS AND OVERFLIGHT MISSIONS. B. THE ACTING CHIEF, DPD, EXPLORE WITH THE U. S. NAVY THE FEASIBILITY AND ARRANGEMENTS NECESSARY FOR STAGING OF MISSIONS FROM AIRCRAFT CARRIER WHENEVER THE TARGET LIES BEYOND THE RANGE OF U. S. BASED U-2'S."

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