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VIA AIR  
(Specify Air or Sea Pouch)

DISPATCH NO. EZRA-619

**TOP SECRET**  
CLASSIFICATION

**17 OCT 1957**

TO Headquarters

DATE

FROM Chief of Station

25X1A

SUBJECT { GENERAL Operations  
SPECIFIC [redacted] Mission 2040

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1. Mission 2040, [redacted] was flown 13 October 1957. Take off time 0532Z, landing time 1452Z, duration 9 hours 20 minutes. Special equipment used: [redacted] with "slipper tanks", [redacted] (with "Albro" high gain mod), [redacted].

2. CONCLUSIONS: The results of this mission are considered to be excellent with all equipment 100% operational.

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The [redacted] for this mission which established one route for [redacted] with "Thermos" configuration and an alternate route for a "clean" [redacted] were both in excess of the range of [redacted] indicated. It was assumed to result from establishing route without applying a wind factor to the initial mission planning. Further there was some confusion in planned reserve fuel at destination. Essentially, Hqs and [redacted] desired reserve is the same, the difference being that due to terminal weather, [redacted] adds 20 minutes and 65 gallons to all flight plans for descent, penetration and landing. This planning factor is based on adverse weather conditions that exist a high percentage of the time and must be considered if we are to insure the return of our valuable take.

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[redacted] personnel feel that much could have been gained by use of [redacted] on this mission.

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3. ADEQUACY OF SUPPORT: Air rescue units were not in place when this mission was flown. Rescue units were requested; however, the nearest units are based in [redacted] and warning did not allow sufficient time to position SA-16 aircraft at [redacted]. These aircraft are presently in place and will be available through 19 October.

U. S. Fleet positions, for rescue diversionary purposes, have not been received to date.

Pipe line supply support adequate.

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Base facilities adequate.

No target data was received for this mission. Flight plan indicated turning points, however, desired targets were not indicated which negates reporting effective target coverage other than general target area coverage. Intelligence data adequate.

Internal security in accordance with normal procedures.

Coordination with Flight Service and 12th TAC Control was in accordance with established procedures.

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Coordination with [redacted] in accordance with established procedures. Adequate.

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4. COMMENTS: [redacted] maintenance was affected by confusion resulting from flight planning and [redacted] range limitations as referred to in para 2 under CONCLUSIONS. It was necessary to make minor electrical modifications to equip [redacted] with the [redacted]. Otherwise no problems existed and maintenance performance was excellent.

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Communications good.

Photography and photographic equipment operation normal; take excellent.

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Weather as forecast except at turning point at 6800N 4945E which was undercast. [redacted] turned short to target area. Winds and temperatures were such that time was lost north bound and gained on south bound route. Terminal weather: Take off was accomplished with a 200 foot obscured ceiling and 200 yards visibility; however, it was light and take off conditions were not quite so hazardous as on Mission 2037. Landing conditions were more marginal than forecast. 400 feet obscured ceiling and .8 miles visibility.

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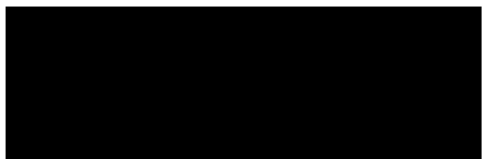
Navigation was good and only comments are contained in Flight Planning under CONCLUSIONS and in the weather comments above.

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Flight following not applicable. The Mission was flown on a tactical clearance, radio silence. First contact with [redacted] was by [redacted] radio control when [redacted] :45 mins out to report existing weather conditions.

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- 3 - File

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