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To: Air ops.
5 March 54

AIR

HUL-A 157

EYES ALONE

Chief, WHD

LINCOLN

Operational
Air Support Plan

† Air ops File
Copy - Do not
Remove from this
file †

1. The attached PBSUCCESS Air Support Plan is submitted for your approval and necessary Headquarters coordination.
2. AMD will prepare two mission folders based on this Air Support Plan. Mission folders to include all flight detail for Phase Two and Phase Three flights. Request copy these mission folders be sent to LINCOLN for coordination and comment prior to 25 March.
3. Further request Headquarters coordination and approval of PBSUCCESS Air Support Plan prior to 25 March.

JEROME G. DUNBAR

JCD/MHB/ras

5 March 1954

Attachment:
Air Support Plan (17 pages)

Distributions:
Wash 3 w/1 att in triplicate
LING 3 w/1 att in triplicate

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

2003

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AIR SUPPORT PLAN

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LINCOLN
WHD

Operation Plan:
PBSUCCESS

Chart and Map References:

- A. USAF Flight Chart: (FC - 208) 1 : 1,000,000
- B. World Aeronautical Charts: 643, 644, 645, 709, 710, 711, 768,
and 769 1 : 1,000,000
- C. Radio Facility Charts, Caribbean Area dated 1 February 1954

Task Organization:

- A. LINCOLN Headquarters - []
 - 1. Air Operations Officer - []
 - 2. Paramilitary Operations - W. R. Robertson
 - 3. Security Officer - []
 - 4. Packing and Loading Officer - []
- B. Western Hemisphere Division - Col. J. C. King
 - 1. PBSUCCESS Support Group
 - Support Officer - Jacob Esterline
 - Logistics - []
 - Security - []
 - Communications - []
- C. Commanding Officer, Andrews Air Force Base - Col. Elkins
- D. []
- E. Commanding General Caribbean Air Command - M/Gen. R. C. Hood
 - 1. []
 - 2. CO 1804 AACS Group - Col. Henry Kelly
 - 3. []
 - 4. CO 5700 Maintenance Sqd. - Maj. Kenneth Pennell
- F. Chief, Paramilitary Operations - []
 - 1. Chief, Air-Maritime Division []
 - 2. AHD Hqs Project Officer - Lt. []
 - 3. AHD Field Operations Officer []

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1. GENERAL SITUATION:

a. Enemy Forces:

1) Air Capabilities: Information available at LINCOLN Headquarters indicate that the enemy Air Forces have the following aircraft at their disposal:

CATEGORY	TOTAL	NO. AND TYPE	LOCATION
Fighter			
Jet	—	—	—
Conventional		7 T-6	La Aurora
(w/.30 cal MG's	11	4 P-26	La Aurora
Light Bomber			
(inoperative bomb			
sights)	4	4 T-11	La Aurora
Medium Transport	4	2 C-47	La Aurora
		1 C-45	La Aurora
		1 UC-78	La Aurora
Training	20	3 BT-13	Cipresales*
		1 PT-17	
		8 PT-19	
		3 VPF-7	
		5 PT-22	
TOTAL	39		

* IR-26-53 dated February 53 states that the Pilot Training School at Cipresales was to be discontinued indefinitely about March 1953 because of antiquated equipment and lack of need for pilots.

The Air-Maritime Division of PM Operations staff will provide the Air Operations section, LINCOLN, the latest enemy A.O.B. prior to the start of Phase Four. LINCOLN will inform Air Operations Officer at [] [] []

2) Ground Capabilities:

a) LINCOLN Headquarters will provide the Air Operations section, [] [] prior to Phase Four with the enemy ground capabilities to include the E.E.I. pertaining to AA guns, machine guns, and small arms rifle fire as reported by field agents.

b) The Chief AMD will obtain through USAF channels all information on enemy ground capabilities and provide this information to the Air Operations Section, LINCOLN, prior to Phase Four.

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b. Own Forces:

- 1) Friendly forces during Phase Two and Three will consist of reception teams at the Landing Zone (L.Z.). These teams to be under the direction of LINCOLN-cleared personnel.
- 2) Complete information on friendly forces in the target area will be made available by LINCOLN Headquarters, prior to Phase Four. This information to be given directly to the Air Operations Section

c. Assumptions:

- 1) Aircraft
 - a) The C-124 or the DC-6 type aircraft will be made available for Phase One.
 - b) Two sterile C-47 type aircraft with sterile crews will be made available for Phase Two, Three, and Four.
- 2) Enemy aircraft to be neutralized by friendly ground forces on D-day prior to sending in the C-47 aircraft on day light drop missions.

2. MISSION:

Phase 1: To airlift miscellaneous cargo consisting of highly sensitive material from Andrews Air Force Base, Washington, D.C. to [] Movement to be completed not later than 15 March 1954.

Phase 2: a. To airlift from [] to an airfield in [] 14,000 pounds sensitive cargo. The movement to start 01 April 1954.

b. To airlift from [] to [] 16,000 pounds of sensitive cargo. This movement to commence immediately upon completion of Phase Two-a.

Phase 3: a. To airlift from [] into the same airfield in [] as indicated in Phase Two-a, 46,000 pounds of sensitive cargo. This movement to commence immediately upon completion of Phase Two-b.

b. To airlift from [] Base into [] 86,000 pounds of sensitive cargo. The movement to commence immediately upon completion of Phase Three-a.

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Phase A: To maintain in a state of readiness for a period of two weeks commencing on D-day those air support facilities required to aerial resupply PBSUCCESS teams with fifty 250 pound bundles, twenty-five 175 pound bundles, and five 70 pound bundles.

(See Annex "D" for further breakdown of missions.)

3. TASKS FOR SUPPORTING UNITS:

a. LINCOLN Headquarters: In addition to the requirements stated in the mission LINCOLN Headquarters will furnish the Air Operations Section at C] individual mission information to include any changes in load data, loading crews, time of delivery, cargo, security of the target area, reception and off-loading at the target, refueling facilities at the target area, landing site data, and pertinent intelligence information.

b. Air-Maritime Division of Paramilitary Operations Staff: Air-Maritime Division will be responsible for the planning, coordination, and liaison required for the implementation of the air support aspects of PBSUCCESS. (See Annex "B", Air Support for details.)

c. C]: Will provide those housekeeping and administrative facilities required to support the Air Operations aspects of PBSUCCESS. These facilities to include operations planning room, communications, housing, messing, and transportation.

d. Caribbean Air Command: Will provide those facilities and personnel necessary to maintain two C-47 type aircraft on sustained operations for a period of sixty days. Caribbean Air Command will further provide a base of operations at C]

e. Andrews Air Force Base: Will provide secure storage area, twenty-four hour guards, and lifting equipment for the Phase One material.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. LINCOLN Headquarters will accomplish all the Administrative and Logistical detail to insure the availability of the Air Cargo and drop bundles. All instruction for aerial re-supply will be provided by LINCOLN. The procuring, storing, packaging, tracking, sterilization, and loading of supplies, equipment, and air drop containers to be accomplished by LINCOLN personnel.

b. LINCOLN Headquarters will further provide qualified personnel for rigging chutes and containers for aerial re-supply.

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c. The Chief AMD will provide, as part of the sterile air crew, the necessary cargo kickers for Phase Four. (LINCOLN will train six personnel from the target country to be used as cargo kickers. However, due to language barrier, minimum training possible, and security risk involved in taking personnel from target country to C J these men will be used only in emergency. Every effort should be made on the part of AMD to secure sterile OAT air crew cargo kickers.)

5. COMMAND AND SIGNAL MATTERS:

a. All air operations other than actual flight operations to be under direction of the Chief, PBSUCCESS. Actual flight operation as pertains to aircraft, crews, flight plans, and methods of accomplishing all PBSUCCESS air operations requests will be under the direction of Chief, Air-Maritime Division.

b. General communications will be provided by the organization's communications units. Air to ground communications will be accomplished in accordance with Air-Maritime Division requirements.

FOR CHIEF OF PROJECT, PBSUCCESS:

C J
Chief, Air Operations, PBSUCCESS.

Annexes:

- A Air Intelligence
- B Air Support
- C Alternate Plan
- D Air Coordination
- E Air Support Cover Story
- F Navigational Aids
- G Weather

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ANNEX A

AIR INTELLIGENCE

The Enemy A.O.B intelligence available at LINCOLN Headquarters was included in Para 1 a.

Chief AMD to provide LINCOLN Headquarters with latest enemy AOB on D-day minus two. (D-day tentatively set for first week in June 54.) Any last minute enemy AOB to be sent directly to C] Air Operations Officer at []

Enemy Ground OB intelligence to be provided by LINCOLN Headquarters directly to Air Operations Officer, []

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ANNEX B

AIR SUPPORT

1. PERSONNEL

a. AND, Air Operations Staff

- 1) []
- 2) []
- 3) []

b. Operational Crews

- 1) Four sterile contract pilots
- 2) Two sterile contract engineers
- 3) Six sterile contract para dispatchers

c. Maintenance Personnel

- 1) One officer and twelve airmen from [] Maintenance Squadron, [] (see Tab. A. for names of personnel),.

d. Packing and Loading

- 1) Provided by LINCOLN Headquarters

e. Housekeeping and Medical

- 1) Provided by [] []

2. EQUIPMENT

a. Aircraft

- 1) Two USAF C-124's (Phase One only)
- 2) Two Agency sterile C-47's - these aircraft returning from [] for this operations.
- 3) Option to buy additional C-47 in event of emergency

b. Refueling

- 1) [] AFB will provide refueling units at [] [] during operation.
- 2) Project to provide refueling at target area and emergency fields.

c. Maintenance

- 1) [] AFB to provide maintenance equipment and replacement parts at [] []

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d. Base of Operations

- 1) [] with two fighter type hangars and secure parking area provided by Caribbean Air Command.
- 2) Operations Room provided by []

e. Transportation

- 1) Transportation for Air Operations Staff and crews provided by []
- 2) Transportation for maintenance personnel provided by [] AFB.

f. Crash and Fire-Fighting

- 1) To be provided by Naval Air Station,

3. FACILITIES

a. Weather

- 1) Weather data supplied to Air Operations Staff by MAS, []

b. Communications

- 1) Telephone between []
- 2) [] CIA communication facilities for LINCOLN and Washington Headquarters.
- 3) Personal mail for Air Operations Staff and operational crews to be addressed to the individual c/o []

c. Photographic

- 1) Caribbean Air Command for aerial photos of airfields and landing sites.

4. LIAISON AND COORDINATION

a. Those procedures for secure movement of the flights in and out of the [] arranged with [] Air Traffic Control and [] Air Defense Command. These arrangements all made with one man in Caribbean Air Command.

b. Disposition of aircraft and crews in the event [] AFB required as alternate.

5. REPORTING

- a. In accordance with CSI 50-12 and FI 50-14

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ANNEX C

ALTERNATE PLAN

In the event that the airports selected in C are not available for ~~POBSCCESS~~ at the time flights are scheduled the alternate plans are as follows: J

1. First Alternate: LINCOLN Headquarters has sent a representative into the field to determine suitability of presently available airports, and to select alternate airports which could be used in event circumstances arise which would preclude the use of presently available airports. Alternate airports will be in a radius of fifty miles of presently selected airports and would not materially affect the flight plans.

2. Second Alternate: In event that circumstances arise which preclude the use of any airports in C the second alternate plan is to use the municipal airport at J and truck cargo north.

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ANNEX D

AIR COORDINATION

DETAIL MISSION REQUIREMENT FOR PHASE 1, 2A, 2B, 3A, and 3B:

The movement of air cargo as outlined in the Mission Requirement, 2A through 4 inclusive, to be accomplished by using two sterile C-47 type aircraft. (These aircraft to carry a maximum payload of 5,500 pounds.)

a. Requirement - Phase 1: To airlift 230,000 pounds air cargo from Andrews Air Force Base to ☐ The movement of this air cargo to be completed prior to 15 March 1954.

b. Requirement - Phase 2A: To airlift 14,000 pounds air cargo from ☐ Air Force Base ☐ to airport "x" located ☐ as scheduled below:

CATEGORY 1 KITS

<u>From</u>	<u>To</u>	<u>Payload</u>	<u>Date</u>	<u>Local Time (L2)</u>
<input type="checkbox"/>	"x"	5,000 lb.	1 April	0600
<input type="checkbox"/>	"x"	5,000 lb.	1 April	0640
<input type="checkbox"/>	"x"	4,000 lb.	2 April	0600

(NOTE: To be completed prior to 3 April.)

c. Requirement - Phase 2B: To airlift 16,000 pounds air cargo from ☐ as scheduled below: ☐ Airport located at

CATEGORY 1 KITS

<u>From</u>	<u>To</u>	<u>Payload</u>	<u>Date</u>	<u>Local Time (L2)</u>
<input type="checkbox"/>	<input type="checkbox"/>	5,200 lb.	3 April	2300
<input type="checkbox"/>	<input type="checkbox"/>	5,200 lb.	3 April	2340
<input type="checkbox"/>	<input type="checkbox"/>	5,400 lb.	4 April	2300

(NOTE: To be completed prior to 5 April.)

d. Requirement - Phase 3A: To airlift 46,000 pounds air cargo from ☐ Air Force Base ☐ to airport "x" located D0080168 as scheduled below:

CATEGORY 2 KITS

<u>From</u>	<u>To</u>	<u>Payload</u>	<u>Date</u>	<u>Local Time (L2)</u>
<input type="checkbox"/>	"x"	5,200 lb.	5 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	5 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	7 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	7 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	9 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	9 April	0640
<input type="checkbox"/>	"x"	5,100 lb.	11 April	0600
<input type="checkbox"/>	"x"	5,100 lb.	11 April	0640
<input type="checkbox"/>	"x"	5,100 lb.	13 April	0600

(NOTE: To be completed prior to 14 April.)

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ANNEX D

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e. Requirement - Phase 3B: To airlift 86,000 pounds air cargo scheduled below:

CATEGORY 2 KITS

From	To	Payload	Date	Local Time (LZ)
		5,100 lb.	15 April	0600
		5,100 lb.	15 April	0640
		5,100 lb.	17 April	0600
		5,100 lb.	17 April	0640
		5,100 lb.	19 April	0600
		5,100 lb.	19 April	0640
		5,100 lb.	21 April	0600
		5,100 lb.	21 April	0640
		5,100 lb.	23 April	0600
		5,100 lb.	23 April	0640
		5,000 lb.	25 April	0600
		5,000 lb.	25 April	0640
		5,000 lb.	27 April	0600
		5,000 lb.	27 April	0640
		5,000 lb.	29 April	0600
		5,000 lb.	29 April	0640
		5,000 lb.	30 April	0600

(NOTE: To be completed prior to 1 May.)

f. Requirement - Phase 4 (D-day): To stand by at [] on alert status to airlift supplies and equipment from [] to unknown points in target country. These supplies and equipment to be air dropped into Drop Zones in target country. Drop Zones to be provided by LINCOLN to [] Air Operations Officer when known. Quantities and weights of drop bundles estimated as follows:

1. 50 bundles @ 250 lb. each = 12,500 lb.
2. 25 bundles @ 175 lb. each = 4,375 lb.
3. 5 bundles @ 70 lb. each = 350 lb.

NOTE: PURPOSE: to investigate feasibility of using deserted air bases in [] as staging bases for conducting drop missions on D-day. Gasoline servicing could probably be made available at one of the following air ports: []

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ANNEX E

AIR SUPPORT COVER STORY

1. PROBLEM

With the decision that CAT pilots will be utilized in the air support operations of this project, it will be necessary to afford them a plausible cover story in the event mechanical difficulties or political developments should lead to the confiscation of the aircraft and equipment and/or the internment of the pilots.

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ANNEX F

NAVIGATIONAL AIDS

Air crews will be permitted to take World Aeronautical Charts and USAF Radio Facility Charts on all flights since these publications are available for purchase on the open market. All radio aids to navigation are listed in these publications; however, the publication should be at least one month old.

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ANNEX Q

WEATHER

1. GENERAL

Following is a general climatology survey for Central America from the target city to C J for the months of March, April, and May.

Rainfall: Period of increasing rainfall. March average is one inch to May which averages six inches. This amount of rainfall over a thirty-day period is no deterrent to air operations even on a sod field inasmuch as the ground at this time will be particularly dry and capable of soaking up a considerable concentration of precipitation before becoming soggy.

Cloud Cover: Flying conditions will be contact ninety per cent of the time during this period. By May thunderstorms can be expected an average of three days per month, generally in the afternoon. Mornings will tend to have poorer visibility, and ridges are likely to be hidden by stratiform clouds. This condition improves as the day advances.

Winds: The predominant air flow up to 20,000 feet is from the east. Velocities are moderate.

Generally speaking, the weather turns from warm to hot and sultry by May. This should provide no problem inasmuch as there is indicated no short field take-offs with a maximum load.

This information was obtained from the Climatology Branch of Weather Control, Headquarters, USAF.

2. SPECIFIC

Specific weather data for the individual missions will be obtained from the C J by representatives of the Air Operations Section.

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17 February 1954

MEMORANDUM TO: Chief, WHD

SUBJECT: Re Air Support Plan

1. In confirmation of verbal presentation on 16 February the following action has been initiated pertaining to air support:

- a. Air Operations Officer Lincoln: C J has been designated as the Air Ops Officer for Lincoln, and his duties will be to represent Lincoln with AMD and to supervise Air Ops based at FCHOPEFUL. This will necessitate his being based at Lincoln although making frequent trips to FCHOPEFUL and Headquarters in fulfillment of his responsibilities.
- b. Air Support Plan - C J was assigned the responsibility of preparing an Air Support Plan PBS in conjunction with AMD. This plan would report the requirements of KUHOOK/PBSUCCESS and would be thoroughly staffed out with AMD and Security in order to provide a complete plan for WHD's concurrence and forwarded to AMD for final approval. It is contemplated that this air support plan will be finalized in approximately 7 days.
- c. Air Ops Conference, Lincoln. Attached herewith is a memorandum for the record of the conference which took place in Lincoln on 15 February pertaining to air support. The information reported in this memorandum is for planning purposes only and does not report decisions nor final plans but merely a basis on which the above air support plan may be predicated.

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