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Central Intelligence Agency



Washington, D.C. 20505

3 February 2015

Mr. John Greenewald, Jr.



Reference: F-2015-00346

Dear Mr. Greenewald:

This letter acknowledges receipt of your letter dated 23 January 2015, received in the office of the Information and Privacy Coordinator on 26 January 2015, wherein you provided your fee agreement to pay up to \$25. This fee covers the cost for the documents offered to you on 7 January 2015, responding to your 13 November 2014 Freedom of Information Act request for **a copy of records, electronic or otherwise, pertaining to: Project Whale Tale**. In light of your agreement, enclosed are copies of the 36 documents, consisting of 344 pages, as noted in our 7 January 2015 letter. Please send a check or money order in the amount of \$24.40, payable to the Treasurer of the United States, citing reference number F-2015-00346 to ensure proper credit to your account.

Sincerely,

A handwritten signature in black ink, appearing to read "JG", followed by a horizontal line.

John Giuffrida
Acting Information and Privacy Coordinator

Enclosures

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NRO REVIEW COMPLETED

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22 July 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for week Ending
17 July 1963

BRIEFINGS

Dr. Gus Kinzel, the Director of Research, Union Carbide Corporation, who was recently appointed Chairman of the CIA Science Advisory Board, was given an orientation briefing on 16 July by several members of the Office of Special Activities on our operational and developmental activities.

IDEALIST

1. Regarding the C¹¹ camera which is being modified for U-2 application, Itek is presently working out the vehicle interface problem. The hatch cover and camera controls have been supplied from IDEALIST assets to Itek to confirm window and control system compatibility. All necessary new parts for the main instrument have been ordered and the mount design has been started. Itek representatives visited Headquarters on 15 July to discuss the flight test program, and another representative will visit Lockheed on 22 July to obtain the technical data required for the installation and flight testing in the IDEALIST aircraft. The estimated delivery date at this time is 1 September with the possibility that delivery may be made sooner.

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[REDACTED]

3. The DAD/OSA had several telephone conversations with Navy Captain Carmody on 15 July regarding the carrier training exercise for IDEALIST aircraft. Admiral Anderson was informed of this plan at a meeting on 13 July at which time he expressed concern over any protracted U-2 operations from the Sixth Fleet carriers in the Mediterranean since this might be discovered and destroy the image the Navy is striving to portray in this area of an impartial "force for peace" on behalf of the Western powers. Mr. Cunningham explained that it was not likely that the U-2 operations would become publicly known since this capability would be reserved in large part for critical targets in that area and elsewhere. Captain Carmody is still attempting to arrange a date for the projected training exercises on the USS KITTYHAWK during the period 3 through 16 August. Plans are being made to brief Vice Admiral Stroup, COMNAVAIRPAC, Captain Horace Epps, Skipper of the KITTYHAWK, and Vice Admiral Rayburn, the head of Naval Research, who are all associated with the carrier operations.

Captain Carmody had spoken to Rear Admiral C. E. Weakley, USN, Deputy Director of Research and Development of the Navy, who controls the Office of Naval Research, about this project, which has been code named WHALE TALE. Admiral Weakley is willing to use the name of the Office of Naval Research in the training exercise on the KITTYHAWK next month.

Captain Carmody, Mr. Cunningham and [REDACTED] went to 25X1 San Diego on 17 and 18 July to investigate this operation. On 17 July they visited Kelly Johnson at Burbank to inspect the modified fuselage cart/loading sling which is now ready for training tests.

[REDACTED]

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OX CART

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2. Since spike control feedback is a continuing problem, Lockheed has mocked up new feedback routings. These eliminate some of the bends and should permit the feedback to work somewhat easier. These mock up tubes were sent to [] on July 10 who will make feedback assemblies to these mockups, and return them to Lockheed for installation in the OXCART vehicles.

3. [] is currently working on a procedure to prepare and evaluate proposed modifications to the A-12, A-12 systems or A-12 supporting equipment. This procedure involves a working group and a modification committee [] who will thoroughly examine every proposal before forwarding it to headquarters. The proposal will then be forwarded to headquarters by priority cable slugged "OX CART modify". This procedure is being established in order to provide headquarters with the inputs for final decision on proposed modifications. At the present time no clear-cut method of establishing the requirement for changes to, or modification of, the A-12 exists.

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4. This past week has been very fruitful in improving the [] gyro field and delivery problem. The cause of the overheating problem has been determined and [] is working on a program to eliminate the temperature overflow during the start up. The first three gyros which have [] new bearing-spin motor assembly have been delivered to Minneapolis-Honeywell where they will be monitored by [] and Minneapolis-Honeywell personnel during testing to determine temperature

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control techniques. Minneapolis-Honeywell is placing orders with [] to stock long lead time items (such as float assemblies) which will reduce the turn around time from 90 days to 30 days, providing more useable gyros for our purposes.

5. Regarding the oil consumption problem of the OXCART vehicle, progress has been made in designing and approaching the problem, but further engine development testing is required to confirm attendant fixes. Increased load seals with seal plate modification show promises on initial rig testing at low pressure differential and will be evaluated in engine tests. However, this change, if proven successful, can only be installed in new engines or at overhaul since major engine disassembly is involved. In the meantime, changes to reduce the possibility of seal carrier interference, to improve the seal plate stiffness and flatness, and to improve leakage past static ring seals have been substantiated by engine tests and will be incorporated in engines #131 up in future overhaul guilds.

6. The speed extension flights in the OXCART vehicle thus far have involved reported roughness which is sometimes quite violent. It is believed that this roughness may be caused by the inlet bypass door opening. Pratt and Whitney has established a desired flight program which will eliminate some of the variables and isolate the magnitude of inlet bypass door position effect on engine operation. This program has been submitted to Pratt and Whitney personnel [] and they in turn will propose to Kelly Johnson that these tests be made following the next go with the tilted control schedule.

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7. OXCART Aircraft #122 made an envelope extension flight on 17 July attaining a speed of 2.82 mach at an altitude of 70,000 feet. This is the highest mach reached in the OXCART vehicle to this date. Another envelope extension flight is scheduled for 19 July 1963.

8. The OXCART pilots have all complained of the discomfort of the pressure suits presently being used in the Program. One of the main items of discomfort has been the face mask and neck bearing. As a result of this, a development program is underway by David Clark to develop a neck seal and shoulder mounted helmet to relieve this discomfort.

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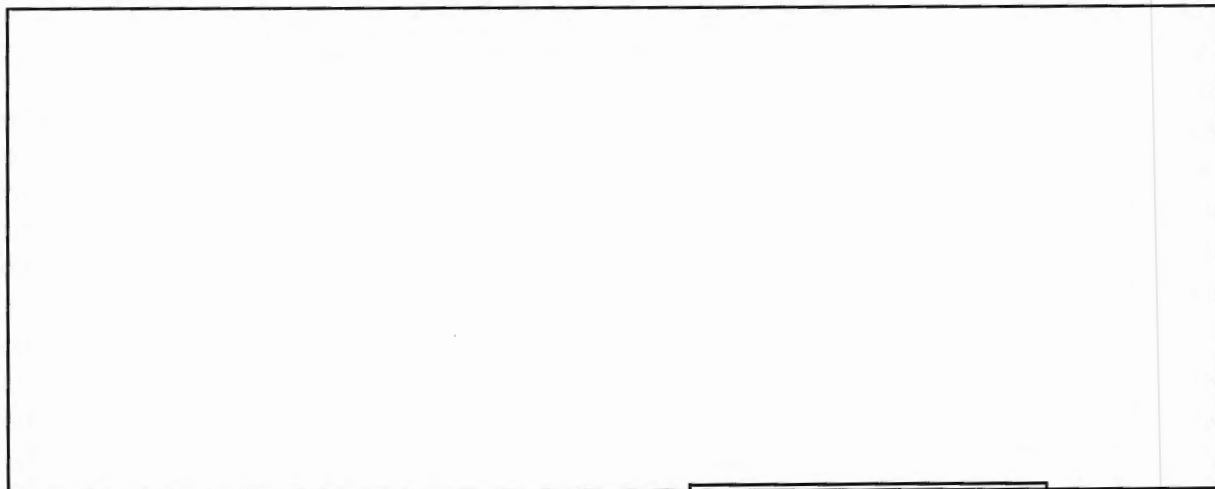
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A second major item of discomfort is the many straps and tubes passing over the shoulders and back and around the thighs. A program for integrated harness development is planned with David Clark in the near future.

NRO

The D/NRO has directed that the work on the M-2 and C-375 be terminated and that no further effort be directed toward these high resolution area search systems. Instead, the D/NRO desires that additional work be directed toward improving the resolution capability of the present CORONA-MURAL system. He particularly desires that improvements be made that will result in more consistent performance by which the majority of the take can be obtained in the high quality presently realized for a small percentage of the take. The objective is to obtain this maximum performance over most of the total take most of the time. The D/NRO desires a coordinated Program A-Program B proposal for this improvement as soon as possible. Subjects to be considered in the proposal are: Agena stability, V/H sensors, IMC, yaw control, variable exposure, and auto focus.

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ACTION ITEMS*for*

Chief, Programs Staff
(Special Activities)

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Dist:

- 1 - AD/OSA
- 2 - DAD/OSA
- 3 - EXO/OSA
- 4 - DD/R
- 5 - D/FA/OSA
- 6 - D/TECH/OSA
- 7 - C/SD/OSA
- 8 - PS/OSA
- 9 - PS/OSA
- 10 - RB/OSA

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PS/OSA: (22 Jul 63)

-6-

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3241-63
Copy 9 of 9

11 September 1963

MEMORANDUM FOR : Security Staff, Office of Special Activities

25X1A SUBJECT : Request for IDEALIST Clearance-- [REDACTED] 25X1A
[REDACTED] U. S. Army--WHALE TALE/TWO

1. In connection with arrangements being made for the WHALE TALE/TWO exercise, it is requested that an IDEALIST clearance be granted Colonel Long, Commander, Defense Language School Presidio, Monterey, California.

2. It is difficult to say at what point Colonel Long might actively become involved in WHALE TALE/TWO. If everything goes normally; i. e., there are no aircraft accidents, it is unlikely that we will need to brief Colonel Long formally. However, should an accident occur in a T2A aircraft based at NAF, Monterey, and should this receive publicity requiring release of the name of the pilot, it is possible that we may wish to attribute his presence in Monterey to attendance at the Defense Language School. This would be particularly true in the event of an accident to either [REDACTED] who will be given training later this month.

3. Please advise me how much of a problem you feel a passive clearance of this sort would be, and when it can be accomplished. At such time as it is in hand, I will want to advise Captain Carmody, USN, OP-506, so that he in turn can inform Captain William J. Craven, USN, Commander, U. S. Naval Air Facility, Monterey, to whom the IDEALIST [REDACTED] pilots will be reporting.

[REDACTED]
JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

Distribution:

1, 2 - SS/OSA	6 - D/FA/OSA
3 - OP-506	7 - SAL/OSA
4 - DAD/OSA	8 - PB/OSA
5 - AD/OSA	9 - RB/OSA

DAD/OSA:JACunningham, Jr./mm

[REDACTED]
Control System

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25X1A

3237-63
Copy 8 of 8

11 September 1963

MEMORANDUM FOR : Captain Martin D. Carmody, USN
OP-506

SUBJECT : Identification of Personnel Participating in WHALE
TALE/TWO

25X1A 1. I have just been advised by [redacted] of the identities of the four pilots from his command who will commence participation in WHALE TALE/TWO beginning 16 September 1963 at the Naval Air Facility, Monterey, California, in accordance with arrangements worked out at the time of our visit last month. The following people will participate:

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[redacted]

25X1A In addition, [redacted] (Department of Air Force civilian), will be present for security support to the group until it is determined that his presence is no longer required.

25X1A 2. I would appreciate it if you would notify Captain Craven, by whatever form of communication you feel most appropriate, of the identities of the individuals noted above, who will all report to him the morning of 16 September. [redacted] advises me that the group will be staying at the "Motel Six" where we stayed during our visit. In accordance with our understanding, none of the four pilots will carry any personal documentation whatever on his person during flights to and from NAF, Monterey. On the assumption that we agreed that no no other documentation was required such as that proposed at one stage, there would be no requirement for photographs, fingerprints, ID cards, or the like; however, all four pilots will be prepared to sign the proper "Hold Harmless"

Handle via [redacted]
Control Section

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3237-63

Page 2

certificate required for their participation in military aircraft flights. It may not be necessary to suggest this to Captain Craven, but in the interest of security, I would suggest he be asked to make certain that the helmets and flight equipment of the pilots which they will receive from Navy issue not be stenciled with their names in large black letters as is sometimes SOP on military bases at the issue room level. Please let me know if there is any amplifying information which you require in order to have WHALE TALE/TWO get off the ground on time 16 September.

FOR THE DEPUTY DIRECTOR (SCIENCE AND TECHNOLOGY)

25X1A

By:

JAMES A. CUNNINGHAM, JR.

Distribution:

- 1 - Addressee
- 2 - DAD/OSA
- 3 - AD/OSA
- 4 - D/FA/OSA
- 5 - SS/OSA
- 6 - PS/OSA
- 7 - PB/OSA
- 8 - RB/OSA

DAD/OSA:JACunningham, Jr. /mm

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 3242-63
Copy 9 of 9

11 September 1963

MEMORANDUM FOR : Captain Martin D. Carmody, USN
OP-506

SUBJECT : Accident Investigation Procedures for WHALE TALE/TWO

1. It has suddenly occurred to me that it might be a good idea to suggest to you that you may want to think about the possibility of in some way altering what may be the Navy's normal accident investigation procedures in the event of injury, death, or damage sustained to aircraft and/or personnel in the course of the WHALE TALE/TWO exercise.

2. This suggestion is prompted by the rather awesome set of bureaucratic procedures that are almost immediately launched within the Air Force by DFSR when someone blows a tire or has an accident of any kind. Perhaps this sort of thing is susceptible of control by Captain Craven without reference to any outside jurisdictions, but maybe not. I do not, of course, argue that there should be no investigation of the accident, when and if it occurs, but it seems to me that the procedure should be altered so that normal distribution of the reports, as well as the composition of the investigating body, be controlled fairly carefully. Let me have your thoughts on this.

FOR THE DEPUTY DIRECTOR (SCIENCE AND TECHNOLOGY)

25X1A

By:

JAMES A. CUNNINGHAM, JR.

Distribution:

1 - Addressee	6 - PB/OSA
2 - DAD/OSA	7 - SAL/OSA
3 - AD/OSA	8 - PS/OSA
4 - D/FA/OSA	9 - RB/OSA
5 - SS/OSA	

DAD/OSA:JACunningham, Jr./mm

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OPERATING INSTRUCTIONS MANUAL
FOR
CARRIER OPERATIONS

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1 March 1966

OPERATING INSTRUCTIONS MANUAL

FOR

CARRIER OPERATIONS

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C O N T E N T S

I	GENERAL	page 1
II	PREPARATION	page 3
III	ARRIVAL ABOARD	page 5
IV	FERRY FLIGHT TO CARRIER	page 7
V	OPERATIONS ON CARRIER	page 9
VI	FLIGHT PLANNING	page 13
VII	MISSION RECOVERY PROCEDURES	page 15
VIII	SHIPMENT OF TAKE	page 17
IX	POSTFLIGHT PREPARATION	page 17

Attachments:

1. Security Annex
2. Tactical Maintenance Annex
3. Special Equipment Annex
4. Supply Annex
5. Tracker Annex
6. Materiel Annex
7. Elint Section Annex
8. Signal Center Annex

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I GENERAL

This directive with attachments is designed to provide guidance in all phases of U-2 operations aboard a carrier. There are two basic concepts of operation envisioned; one will entail loading aboard the carrier on the east or west coast of the US and the other will require deployment by air support to the theater of operations prior to loading aboard. There is no appreciable difference between the two plans which would require special preparation.

The U-2 will be flown aboard utilizing the mirror landing approach set at 2.5 degrees and the Landing Signal Officer (LSO) will assist the pilot by providing cut one and cut two signals which will indicate the point to reduce the throttle and deploy spoilers plus other instructions as necessary to insure the safest possible approaches. Landings will be made on the angle deck utilizing four one inch cables for arrestment instead of the standard, larger size. Take-offs will be made on the straight deck and the aircraft position will be determined by fuel load with careful consideration given to clearance of island superstructure and other obstacles. The line-up point is critical due to the flow of air around the "island" and take-offs can be very hazardous unless extreme care is exercised in selecting the takeoff point.

Carrier operations are more hazardous than land based operations, therefore, special precautions should be taken to insure the highest degree of safety possible. Weather in the recovery area will be an important consideration. Even, light rain on the aircraft windshield during final approach will induce a serious condition for the pilot that will make carrier landings very difficult. Wind velocity and sea condition are other factors that must be taken into consideration to insure that deck wash turbulence and carrier pitch and roll are within acceptable limits.

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Navigation over long distances at sea with the requirement to return and land at a precise point aboard the carrier will involve additional problems which must be carefully considered to insure optimum conditions for mission success.

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A briefing will be given to all personnel selected for the deployment as soon after alert notification as possible. All equipment required for the staging will be assembled by each section concerned in the designated area in Hangar III. Manifests will be prepared by each section indicating box number, weight, and cube of each item and then turned in to Materiel for compilation. One member of each section participating in the deployment will be responsible for insuring that all equipment is packed and placed in the designated area in Hangar III. Airlift requirements will be submitted to Headquarters as soon as available including total weight and cube plus size and weight of the largest item. Also a personnel list of all detachment personnel selected for the TDY will be submitted to Headquarters.

Immediately after notification of a pending exercise, the pilots will be selected for refresher training and the following will be accomplished prior to deployment:

- a. Review "G" model procedures.
- b. Briefing by Landing Signal Officer.
- c. Minimum of 5 sorties per pilot to practice mirror approaches with LSO assistance. (Approximately 10 landings per sortie)
- d. Review Operations Order and prepare briefing for ferry mission in accordance with briefing outline and include the following additional items:
 - (1) Rendezvous area.
 - (2) Bingo fuel.
 - (3) Carrier requalification.
 - (4) Emergency procedures in event of missed trap.
 - (5) Carrier on board delivery (COD) of certain personnel, if necessary.

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(6) Brief ship's crash crew and helicopter plane guard on rescue.

(7) Pilot briefed on water survival, ditching procedures and rescue operation.

e. Plans should be made to establish Communications between the launch base and the carrier. The planning for use of this link must include all possible measures to preclude security violations, i.e., use of codes or pre-arranged words and phrases.

f. Actual deployment to the carrier will be accomplished in accordance with established unit procedures.

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III ARRIVAL ABOARD

The Detachment Commander or his designated representative will make arrangements for billeting of all personnel immediately after arrival. An effort will be made to locate all personnel as close together as possible to facilitate making necessary contacts as required. All support equipment will be loaded aboard with every item properly secured to withstand rough seas. The area selected for the equipment will normally be in the aft section of the hangar deck and located so as not to interfere with the parking and movement of aircraft.

It is very important that close coordination be maintained with the carrier commander and his staff. This coordination must be considered in all phases of the operation from going aboard until the last man is off the ship.

Following is a list of key positions which must be utilized:

- a. The Captain
- b. Executive Officer
- c. Operations Officer
- d. Air Officer
- e. Air Operations Officer
- f. Communications Officer
- g. Marine Commander
- h. Hangar Deck Officer
- i. Ward Room Officer

As soon as feasible after the deployment force is aboard, an informal meeting should be arranged between the above officers and the key personnel of the detachment. After this meeting, all sections heads should arrange another meeting with their counter parts so as to become familiar with the ships operating procedures and as soon as possible locate problem areas which may require decisions at

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higher levels. Some of the points to be considered are:

- a. Security requirements.
- b. Complete utilization of the flight deck for designated periods of time.
- c. Complete freedom of movement throughout the ship from first mission alert to the last mission report.
- d. Ship support for unusual working hours.

The Detachment Commander will recommend a briefing of all detachment personnel by one of the senior officers of the ships company. The Executive Officer would be the most logical choice for this assignment. This will provide indoctrination for detachment personnel and will provide an opportunity to obtain information on special instructions that should be observed throughout the cruise. It is important that detachment personnel conform as closely as possible to the rules established for the ships company.

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IV FERRY FLIGHT TO CARRIER

As soon as possible after all personnel and equipment are aboard, the Detachment Commander and/or Operations Officer should meet with the Captain and Operations Officer to coordinate the rendezvous with the aircraft. If this meeting results in any changes to the rendezvous plan, the launch base and headquarters will be notified immediately. Arrangements should be made at this time for the aforementioned get together of the ships company and detachment staff. This meeting can be held while the ship is enroute to the rendezvous point. Immediately after this meeting, the preparations to recover the aircraft should be initiated. It is expected that recovery will commence when the ship is 20 to 30 miles off shore and in favorable daylight and weather conditions.

Recovery procedures for ferry mission will begin at scheduled launch time from land base.

a. The Detachment Commander/Operations Officer will be on station in the Air Officer's bridge.

b. The Detachment Navigator and Weather Officer will be on station in the Air Operations Control Center.

c. The ISO will be immediately available in the flight deck area and be on the platform at ETA -0:15.

d. The Maintenance crew will be on deck with necessary equipment no later than ETA -0:30. NOTE: Maintenance chief should be immediately available to the Air Officer's bridge in event of airborne emergency. Commander and Maintenance Chief will have a plan for launching emergency recovery crew in Navy support aircraft if diversion is necessary.

e. Personal Equipment Specialists and necessary equipment will be on deck at ETA -0:15.

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to start recovery. Lens setting of 2.5° and wind over the deck to be 20 kts. One inch arresting cables should be readily available but not installed until ready to commence trap landings. Arresting gear setting for landings will be 10,000 lbs.

g. After pilot has completed requalification and is on deck the maintenance crew will move the aircraft to the hangar deck and prepare to recover the second aircraft. Wind over the deck should be reduced to a minimum for this operation with no more than 10 knots desired.

h. If only one aircraft is to be on the deployment it will be refueled to 495 gallons and the second pilot will fly a requalification mission.

ABORT CRITERIA

a. Adherence to Project Headquarters Directive 50-10-19 shall apply for all operational flights.

b. When conducting refresher landings, the use of special equipment, elint and defensive systems will not be required. Malfunction of any of the following will be cause for air/ground abort.

- (1) UHF.
- (2) ADF.
- (3) Hydraulic Pressure.
- (4) Oil pressure.
- (5) Engine roughness, temperature.
- (6) Oxygen system.
- (7) Fuel pressure or uncontrollable, uneven feeding.
- (8) LENS.
- (9) Arresting gear.

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1000 feet/3 miles.

(11) Any other unforeseen or peculiar happening which in the opinion of the driver or detachment commander would be reason for abort.

c. In the event aircraft is unable to trap aboard prior to reaching bingo fuel, aircraft will abort and return to home base. The flight planner and driver/operations officer stationed in air operations will monitor movement of ship's position in regards to fluctuating fuel requirements and distances in order to arrive home base with sufficient fuel reserve.

d. If aircraft cannot reach home base because of some particular incident incurred during the touch and go phase, it will proceed to diversion field. Home base and diversion information will be given to the driver at commencement of carrier operations and whenever there is a significant change in the ship's position.

V OPERATIONS ON CARRIER

The Detachment Operations Officer will schedule a briefing for the pilots by the Air Operations Officer to establish all traffic procedures to be used in the Ship's Control Zone i.e., instrument approaches, emergency traffic patterns, radar procedures, etc.

Upon receipt of the alert message normal notification procedures will be followed. The Ship's Captain should be informed that a mission is tentatively planned for the date indicated in the alert message.

Upon receipt of Mission Plan Message the detachment will prepare for the mission in accordance with normal procedures. In addition to this, the necessary coordination with the ship's staff will be initiated. Information exchanged during this coordination will concern:

- a. Ship's position at launch.
- b. Ship's course and speed during mission.
- c. Coordinate Air Group activities.
- d. Set up deck alert for rescue and/or recovery assistance.
- e. Report on status of all ships communications equipment utilized by article.
- f. Arrange for airborne or deck alert beginning 30-45 min before ETA of article.
- g. Other necessary mission support information.

The mission launch schedule for carrier operations will be slightly different than the land base launch schedule. The following schedule provides sufficient time in proper sequence for each support section to complete preparation for the mission. NOTE: "H" is takeoff time.

- a. H-18:00 Maintenance - engine run up and initial preflight.

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- b. H-11:00 Pilot to bed.
- c. H-9:00 Communications - Install and check systems.
- d. H-3:15 Pilot wake up and eats.
- e. H-3:00 Special Equipment - Install configuration and tracker.
- f. H-2:15 Operations (Operational Missions)
- General Briefing
 - Specialized Briefing
- g. H-2:00 Maintenance
- Completes pre-flight on aircraft
 - Start moving aircraft to launch position
- h. H-1:30 Personal Equipment
- Prepare pre-breathing equipment
 - Check pilots flight gear
- i. H-1:15 Personal Equipment - Pilot pre-breathing
- j. H-1:10 Operations - Pre takeoff briefing
- k. H-1:00 Maintenance
- Aircraft in position on AFT END of flight deck opposite LSO platform.
 - Fuel aircraft.
- l. H-0:50 Personal Equipment - Dress pilot and perform dynamic equipment check.
- m. H-0:40 Maintenance
- Starter, back-up starting unit, and spare ARC-34 UHF radio available at aircraft.
 - Purging hose connected - start purging driftsight.
 - Deck wires forward of aircraft removed.
 - Level fuel load if less than full tanks.

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- n. H-0:40 Operations (Mobile Officer at aircraft prior to pilot)
Exterior check.
Pitot cover removed.
Sextant and driftmeter covers removed.
Power on aircraft, inverters checked, No 1 inverter on, set
compass, check auto pilot after three minutes, check radio
compass, leave inverter and aircraft power on, Systems VI
set as briefed.
- o. H-0:30 Personal Equipment (At aircraft with pilot)
Cockpit preparation.
Adjust parachute and floatation gear on pilot.
Position pilot in cockpit.
Cockpit hook-up. (NOTE: Refer to OPS SOI-25.)
- p. H-0:15 Operations
A qualified Mobile Control Officer together with the pilot,
using the aircraft check list, will complete the following
items:
Ejection seat connected. (Maintenance)
Cockpit check.
Check time back on aircraft clock.
Check compass heading.
Place mission flight kit in aircraft.
Canopy closed.
Operations Officer in the Air Officer's Control bridge.
- q. H-0:05 Operations (aircraft)
Pilot starts engine

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Seals on.

Complete pre-taxi check list.

r. H-0:03 Maintenance - Purging hose disconnected and hatch covers removed.

s. H-0:02 Operations

Pre takeoff check.

Check trim set for takeoff.

Flaps set for takeoff.

Speed brakes in.

Tracker operating.

Pilot requests MAG heading and sets compass.

Clear deck received from air officer.

30 knots of wind over the deck for launch.

t. H-0:01 Maintenance

Pogo removed.

Hatch covers removed.

Crew chief gives signal when clear for takeoff.

Check boatswain mate for deck clearance.

u. H-0:00 Takeoff.

NOTE: Provisions of this schedule may be deviated with Commander's concurrence for training missions, if such deviations will improve efficiency.

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VI FLIGHT PLANNING

Several problems are evident in carrier operations which are not common to a land based deployment.

The airfield is mobile. Coordinates of the carrier must be known for departure time and time of return. Also, hourly positions of the carrier must be known, while the aircraft is airborne. This^{is} necessary in order to solve the intercept problem that might be generated by an abort. Due to the confined space and limited number of tools available to the pilot, simplicity is mandatory.

a. In addition to the normal flight maps, the complete route will be drawn up on a GNC Chart (Scale 1:5,000,000). If the carrier is moving to a position other than departure location, the track and hourly positions will be plotted. Radials from the aircraft's hourly position to the computed position of the ship for the time of arrival will be plotted. Annotations of MAG heading and time enroute will be made. For aborts at intermediate points, the pilot will be able to use his plotter and dividers for determining his course and distance to intercept. One other method can be used and that is to plot radials from the ship's position to readily identifiable check points near the aircraft's route to which he could proceed and thence begin his intercept problem.

b. Procedure for return to a stationary base with the carrier remaining within 10 NM of departure point during entire flight, is comparatively simple. Again a GNC would be used but radials, approximately 10° apart and with point of origin at the carrier, would be plotted. Annotations of MAG heading and time to carrier would be made where the radials intercept the flight path.

Hi cone fuel must be translated into landing pattern entry fuel. Descent should not be made until positive identification has been made. Fuel remaining should be no less than 200 gallons at descent point or 150 gallons on down wind

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leg.

Radar vectoring by means of skin painting or IFF/SIF procedures will be used for recovery. The low frequency beacon on the carrier should be on no later than 30 minutes before the aircraft's ETA.

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VII MISSION RECOVERY PROCEDURES

This will be a more critical phase of operations than recovery at a land base, consequently it is imperative that the following steps be followed closely:

a. During the entire mission a Detachment Officer will be on duty at the Air Officer's bridge or the Air Operations Control Center. He will keep immediate telephone contact with the following personnel:

- (1) Detachment Commander and/or Operations Officer.
- (2) Maintenance Chief.
- (3) ISO.
- (4) Mobile Pilot.

In event of an abort, these personnel will go to their stations immediately and prepare to recover the aircraft. If the mission is completed, the Duty Officer will alert the recovery team 45 minutes before scheduled landing time.

b. No later than 30 minutes before scheduled landing time the following actions will be taken:

- (1) Request launch of helicopter.
- (2) Alert radar operations.
- (3) Alert Air Officer.
- (4) Check ship's position and ETA to rendezvous point.
- (5) Check ship's NAV Aids.
- (6) Detachment Commander should check that all recovery personnel are in position 15 minutes before landing time.
- (7) Check alert aircraft airborne or on cockpit standby.

c. Except in an emergency the aircraft should be landed in the following manner:

- (1) Enter initial approach on starboard side of the carrier.

(2) Lower hook on crosswind turn.

(3) Follow normal procedure to arrestment.

(4) If unable to trap due to hook malfunction or other problems pilot will request barrier at a minimum of 40 gallons of fuel.

d. In event of an emergency condition the pilot may elect to land from a straight in approach.

e. As soon as arrestment is complete Personal Equipment will deplane the pilot and the aircraft will be moved to the hangar deck.

f. Downloading of systems and post flight checks will be in accordance with normal procedures.

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VIII SHIPMENT OF TAKE

The mission take will be prepared in accordance with standard procedures and made ready for shipment. Headquarters will arrange and direct method of shipment.

IX POSTLIGHT PREPARATION

The aircraft and all systems will be thoroughly checked after the mission. Immediate preparation will be made to attain readiness status for the next mission requirement.

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SECURITY S.O.P.
FOR
CARRIER OPERATIONS

INTRODUCTION

The carrier operations concern the launching and recovery of the U-2 from an aircraft carrier, for which, you as a security officer will be required to provide and supervise the necessary security support. It remains for the security officer(s) assigned to further implement and improve upon the security during, and after, an actual operation begins.

There will be occasions during the mission when you, as a security officer, will become very exasperated from a standpoint of good security, due to certain circumstances beyond your control. This will be particularly evident during the take-off and landing of the U-2 since the carrier flight deck, of necessity, has at least four different crews participating on it during flight activity. These crews, depending on their function, will be attired in either red, green, blue or yellow sweaters and total about forty in number. Their duties include spotting the U-2, recovering and changing cables, providing emergency support in case of an accident, and handling various and sundry other assignments related to the launching and retrieving of aircraft. Our customary standard of keeping all uncleared personnel away from the U-2 is virtually impossible to uphold.

This situation of course cannot be altered; hence, it is best for the security officer to position himself advantageously and maintain close scrutiny over all activity. This is your best defense in view of the circumstances that prevail during flight deck operations.

PRELIMINARY PREPARATION

It is necessary prior to departure on a deployment to contact the Materiel

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Officer to inform him of the number of boxes, their cube and their weight that the security office will be taking. This is required so that a shipping manifest can be prepared for the supporting airlift from the home base to the point of embarkation.

Before the day of departure, the security officer should visit each section to be involved in the operation such as LAC, PE, Special Equipment, etc., for the purpose of examining their equipment to insure sterility.

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PHYSICAL SECURITY REQUIREMENTS

There are at least four important items of a physical nature that require security supervision. They are as follows:

1. The U-2 - It is to be kept under adequate security supervision constantly. Normally, there will be an appropriate number of Marine Guards available to patrol a perimeter established around the aircraft with rope. The area in which the U-2 reposes should be compartmented by closing the hangar deck dividing door, and by securing whenever possible, the hatchways egressing into this general area. However, it appears that complete isolation of this area at all times would not be feasible. The hangar deck is a focal point for conducting training classes, chow formations, military drilling, and for the requisitioning of supplies from numerous rooms located around the periphery of the hangar deck. Access to this central area apparently must be permitted so as to avoid conflict with Naval personnel who have legitimate reasons for being there.

Through the Commanding Officer of the Marine Guards, request that no unauthorized person be allowed inside the rope barrier encircling the U-2 and that his guards instruct the curious or the suspect not to loiter in that general vicinity.

Emphasize to the Executive Officer and the Guard Officer that absolutely no photographing of the U-2 or related equipment will be permitted. It must be realized that even though the U-2 is no longer classified, pictures of it could prove extremely embarrassing or detrimental if they were displayed or lost on foreign soil, or met with publicity from being mailed home. Furthermore, the presence of the U-2 onboard the carrier is indicative of a new capability and is not intended for public consumption at this time.

Supply the guard officer with an adequate number of authorization lists, denoting those people who will require access to the U-2. The lists should also

contain the room and telephone number for each security officer so that he can be reached expeditiously for inquiry.

2. FUEL - It is axiomatic that this critical element should be carefully controlled by using and recording serialized seals on the truck hatches to insure that no contamination occurs. The fuel truck(s) should also be placed, if possible, on the hangar deck within the purview of the Marine Guards who are providing security for the U-2(s).

Have it understood that positively NO SMOKING, NO WELDING, or any other kind of activity hazardous to the fuel, or to the U-birds, will be allowed in that general area. It would be advisable to suggest that the Captain or the Executive Officer indicate this prohibition in an announcement to the crew.

3. EQUIPMENT - The security officer will also be charged with the security of classified equipment as it relates to the true purpose of our mission. The presence of this equipment in relation to our primary function will, undoubtedly, not be consistent with our cover and therefore should be treated just as meticulously, from a security standpoint, as the U-2, the fuel, or classified documents.

Another pertinent item under this category is the pilot food and high altitude gear. Again, these items must be considered critical since tampering or contamination of either could result in disaster.

If availability permits, the Airborne Systems Support Center rooms will be used for the storage of sensitive equipment. A preliminary inspection of these rooms divulged that there were three access routes to them. Normally, entrance would be gained through a key controlled locking door at which a guard should be posted with an authorization list. Within the compartment which had approximately four or five rooms, there appeared to be two other exits. One was through the double elevator doors which could be securely bolted from within, and the other, was by exodus through an overhead submarine type hatch. This hatch should be secured with an aircraft tie-down chain to the steel ladder

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which leads up to it. The chain has a quick-release mechanism which would be apropos in the event an emergency escape from the compartment is necessary.

The strong possibility exists that we may not be permitted to occupy the ASSC compartment, if the aircraft carrier from which we operate is carrying its own aircraft for training and operational purposes. If this is true, it then appears that we will be relying upon the portable trailers now being outfitted by the Special Equipment section as a place to secure sensitive equipment.

Providing the trailer is used, the security officer should inspect its locks, and if possible see that a Sargent-Greenleaf combination padlock is used. This will avoid the problem of keys being lost or duplicated and any efforts to tamper with this combination should be reasonably obvious. Of course, the combination should be kept by the security officer and access limited to those with a "need-for-entry."

Wherever the trailer is stored, it too should be kept under constant Marine guard except during loading and unloading activities over which a staff security officer(s) should supervise. For consolidation purposes, the hangar deck in the vicinity of the U-2 and fuel truck(s) would seem to be the best location for the trailer, providing an opaque screening arrangement can be erected during activities.

4. DOCUMENTS - It is not yet known how much classified material there will be in the form of documents, logs, cables, etc. It is suggested that at least a two drawer safe be taken for the purpose of storing documents, weapons, passports, etc., that need safekeeping. Dissemination of the combination should be held to a minimum and given only to those persons with a "need-to-know."

If a safe can not be taken, an alternative would be to use the communications room which has a combination type lock on it. If this room is utilized for the storage of documents, the security officer should set the combination

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and control distribution of it carefully.

The problems of excess documents probably will not evolve. If it should, the security officer will have to arrange a system for control of them. It may be helpful to initiate a sign-out procedure, or to have them kept within the confines of one particular, secure room. These are only random thoughts - implementation of these suggestions mentioned above might prove too cumbersome for practicality. Again, it will fall to the ingenuity of the security officer to improvise in such situations.

As far as the communications room is concerned, it does not appear necessary to place a Marine guard with an access list at this door, especially if prudent control is exercised over distribution of the lock combination.

In summation, concerning the four numbered physical items, it would seem good practice for the professional security staff to inspect their responsible areas at least three time per day at unannounced intervals. This will serve to engender the respect of the Marine complement guarding the secure areas and create deference for your diligence at a time when a more lackadaisical approach could easily prevail.

STAFF SECURITY REQUIREMENTS

It will be the duty of the senior security officer on board to see that the area involved where the loading and unloading of the "B" and "T" configurations and other sensitive systems will take place, is secure from observation and intrusion.

Coordination with the Commander of the Marine security guards will be required to ascertain whether all hatches leading to the hangar deck compartment can be sealed-off. If not, some type of screening device, previously alluded to, will be needed to obstruct unauthorized viewing of the installation of our sensitive equipment.

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That the Marine guards need to be precluded from watching our mission activities needs no elaboration. If possible, they should either be sent below or placed in the hatchways leading to the hangar deck. The feasibility of this will have to be determined after consultation with the guard commander. Only staff and/or contract security officers should provide the security for the pre and post mission activities.

If any of the mission equipment such as the "B" or "T" has to be moved a considerable distance in order to be loaded or returned to where it is normally kept, it should be disguised by some form of covering and not exposed until it is behind the provided screening apparatus surrounding the U-2.

Another staff duty officer function is that of securing the briefing room prior to the beginning of the briefing. Usually, this is done by one security officer who will post a conspicuous, red "KEEP OUT - CONFERENCE IN SESSION" sign on the Ready Room door and then secure the door from the inside until the meeting is adjourned.

During the briefing it is the responsibility of the security officer to brief the driver fully regarding his conduct, and what he is expected to divulge, should he be forced down in hostile territory. Headquarters will furnish this information prior to the mission - be sure that you as the security officer are thoroughly familiar with the instructions to be given to the pilot.

After the briefing is concluded, the security officer will have each section chief sign a "Mission Certificate" stating that his equipment "...is free from any identifying data, tags, tickets, labels, etc., which are of a compromising nature to the project, the unit, its personnel and its supply mechanisms." In conjunction with this, the security officer will check the U-2 over vigilantly, specifically the cockpit, to see that no one has inadvertently dropped foreign articles therein indicating the source of the flight, or any other compromising

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material inconsistent with our cover. Conduct your inspection just before the driver enters the cockpit and be certain you are the last person to be in there before the pilot seats himself. As a precaution, remove all items from your ccoat and/or shirt pockets before making the inspection.

Finally, the security officer has the responsibility of placing the special waterproof E & E packet containing such things as gold, pure silk maps, and other items, in the pilot's flying suit while he is pre-breathing. It is your duty also to retrieve this packet from the driver upon his return and place it under safekeeping. Note: This packet of E & E material is critical - it contains maps of the area over which the U-2 will be flying for his use should he be forced to land and for cover purposes, and its monetary value is considerable too, so control it with caution.

In conclusion, it should be realized that some of the responsibilities enumerated above will have to be carried out by your fellow or subordinate security officers. It would be nearly impossible for one man to personally conduct the parade of duties required of him in preparation for a mission. Therefore, it follows that it is your obligation to see that each participating security officer is fully cognizant of his duties and that he carries them out as required.

SECURITY ESCORT - COURIER DUTIES

On an actual staging movement, it will be necessary to provide a security officer escort for any classified or sensitive equipment departing from the home base. If such a movement is done by air, the security officer escort will "Gerrymander" the support aircraft crew prior to departure, or shortly after becoming airborne. Here, once more, be formal and professional by giving brief, concise instructions to the crew. Point out that you prefer that they do not discuss among themselves, or with others, such things as names they have

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learned, where they have been, what they have observed, what they may have overheard, or what they may possibly have deduced about the operation.

If the aircraft you are escorting will R.O.N. at a base enroute to your embarkation point, request the pilot to radio ahead, notifying the base air police that he is transporting a classified cargo and will need military police protection for it overnight. Do not, repeat, do not indicate that the cargo is top secret because the air police are only cleared up to and including secret. They will not accept the responsibility of guarding the aircraft if there is top secret material aboard.

Upon landing, using your guard instruction sheet, give the guard officer and/or his noncommissioned representative, a careful briefing as to what will be expected of them, especially noting that no one will be permitted to touch the cargo. Have the guard(s) stationed so that he/they can observe the actions of the maintenance crews during refueling. Provide the guards with a copy of the crew's orders and have it understood that once the normal maintenance crews have completed their assigned duties on the aircraft no one excepting the crew and yourself will be allowed to enter the plane.

For future contact references and expediency, always obtain the telephone number(s) for the guard officer and the Sgt of the guard - these numbers can be very helpful should you pass through at another time and are in need of similar security support from the military police.

Conclude your briefing to the guard(s) by giving them your BOQ room and telephone numbers and keep them informed of your whereabouts should you go to the O-club or elsewhere for meals. They should be able to communicate with you whenever the need arises.

On security escort - courier missions, always obtain a copy of the crew's orders and keep them on file along with the guard sign-in roster, the gerrymander

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receipt, and your courier report. This will be your record in the event any questions arise at a later date regarding that particular operation.

PERSONNEL REQUIREMENTS

At present, it is now preferred that at least four security officers be assigned to a carrier operation. This number of men seemingly will suffice in that it would avail two for courier duty on closely run missions, with another standing by for emergency support and another to coordinate and supervise security activities on board the ship.

SPECIAL REQUIREMENTS

The security officer(s) who supports this type of deployment will have to be "chamber cleared." This means he has to have received sufficient academic instructions on high altitude flying and its effect upon the human body, and further, that he be processed under simulated conditions in a high altitude - rapid decompression chamber.

The Navy requires this type of training for those people who will be flying in the A3D, which cruises above an altitude of 40,000 feet. In addition, on in-flight refueling missions aboard an Air Force KC-135, the requirement that you be chamber cleared will also be levied.

PERSONAL READINESS

As is now planned, the courier on a carrier exercise will ferry the "take" aboard the A3D. Take a flight suit, jump boots, ear plugs and suitable underwear for high altitude flying.

As part of the security officer's official accouterments, he should have sufficient funds, his weapon and ammunition, his passport, shot record, orders, courier manifest receipt, and more importantly, his contact book in the event a contingency arises causing the aircraft to land at an unscheduled airbase.

In preparation for the unexpected, it can prove worthwhile to project on

what you would need to do if an emergency situation arose. If, for example, a crash occurred in an inaccessible area, are you prepared to go into this area with what you need to take? Are you ready with such things as the crash kit, clothing, the pilot's and your passport and shot record, weapons and other necessities. Advance thought in these matters can be immensely helpful if and when a crucial situation arises.

NAVAL PERSONNEL

The Captain of the ship or his Executive officer will be the voice of the security officer in reaching the crew concerning their personal responsibility to the security of the operation. One of the above will make an announcement to the crew over the public address system of the ship giving them the appropriate cover story. Within the framework of this story there should be a serious exhortation to the crew advising them to avoid any discussion of the U-2, the area of operation, the mission, etc., among themselves or in their mail.

Security as it relates to the naval personnel will be a matter of working through the Captain, his Executive Officer, or the Marine Commander.

In conclusion, preceding operating procedures are set forth for the guidance and benefit of those security officers who will be supporting the carrier operation. It is expected that the experience derived from a prolonged, bona fide operation, will better qualify the security officers involved to contribute experientially to a more comprehensive SOP.

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DEPLOYMENT ~~Approved For~~ Release 2006/03/10 : CIA-RDP74B00836R000300180001-8

_____ Have crash kit readied, (the contents are enumerated on the inside cover of the lid.) w/duffel bag(s)

_____ Have the administrative kit readied, (contents list also attached to inside lid.)

_____ Attend pre-deployment meetings to ascertain who (NAVY) needs clearances & get B.I. info.

_____ Take at least eight Sargent-Greenleaf combination locks and change keys.

_____ Arrange through finance to have sufficient funds for possible plane fares, excess baggage fees, emergencies, etc.

_____ Carry a limited number of I-3 briefing and debriefing forms.

_____ Pick up the passports and shot records for the deployment personnel.

_____ Have a sufficient supply of appropriate orders.

_____ Take a flight suit and jump boots, weapon and ammunition for courier duty.

_____ Conscientiously brief your deployment personnel as to their cover and their security responsibilities.

_____ Prepare whatever documentation that may be necessary to authenticate your cover.

_____ Be sure, if you prepare documentation that it is backstopped in case of inquiry.

_____ Ascertain that all security personnel who will serve as couriers aboard the A3D are chamber cleared.

_____ Have a list of all naval personnel on board and on the base who are I-3 cleared.

_____ Stay abreast of all incoming cable traffic on the operation so as to be alert for last minute alterations.

_____ Take a red "Keep Out - Conference in Session" sign for the briefing room.

_____ Have a complete list of all deployment personnel. Be prepared to give one to the main gate sentry, the Officer of the Deck, and the Mess Officer.

_____ If possible, depart earlier than the main body of the group so as to be there early enabling you to make advance arrangements and survey the area you must secure before the U-2 and other sensitive gear arrives.

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ON BOARD CHECK LIST

- _____ Get copies of the room and phone numbers of all our personnel on board.
- _____ Provide the staging commander and his deputy with a copy of the above.
- _____ List all pertinent telephone and room numbers of those on board you will be dealing with.
- _____ Set up liaison with the Executive Officer of the ship and the Commanding Officer of the Marine Guards.
- _____ Work out details of the manpower requirements with the C. O. of the Marine Guards.
- _____ Inspect carefully all areas to be secured to ascertain your requirements before discussing it with the guard C. O.
- _____ Insure proper security for: 1. The U-2, 2. The Fuel, 3. The Equipment, and 4. Documents.
- _____ Set a new combination on the combination lock to the Communications compartment and distribute it as required.
- _____ Check with the staging commander at least two to three times per day so as to stay advised and to offer support.
- _____ Inspect the secured areas at unannounced times to see that the guards are conforming to instructions.
- _____ Furnish each guard with an authorization for his responsible area.
- _____ Stay abreast of the incoming and outgoing cable traffic.
- _____ Plan emergency procedures with either the Exec Officer or the Captain.
- _____ Set up a mail exchange system.
- _____ Supervise all mission operations with staff security officers only.
- _____ Collect the video tape of our operation from the Navy. ✓
- _____ At the close of the deployment, collect and destroy, if feasible, all classified waste. If it cannot be destroyed, bundle it appropriately and bring it back to home base for destruction.

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MISSION CHECK LIST

- _____ Secure the briefing room.
- _____ Brief the pilot regarding his responsibilities in case of an emergency landing in either a friendly or denied area.
- _____ Examine pilot's gear for sterility after the briefing.
- _____ Have the pilot sign a "Mission Certificate."
- _____ Place the special waterproof E & E packet in the pilot's flight suit.
- _____ Inspect the outside of the U-2 and particularly the cockpit for sterility.
- _____ Supervise the loading and unloading of all sensitive systems in the U-2.
- _____ Insure the loading and removal of sensitive systems is done in a secure, screened area.
- _____ Have all section chiefs sign their respective "Mission Certificates."
- _____ Allow no uncleared personnel near the U-2.
- _____ Have the crash kit and your gear loaded and ready on the rescue aircraft.
- _____ Upon return of the U-2, remain with it until it is secured below on the hangar deck and the sensitive systems have been removed.
- _____ Prepare for forthcoming courier mission - have passport, shot record, orders, funds, weapon, manifest receipt, etc., in readiness.
- _____ Pick up the courier manifest and sign for the "take."
- _____ Gerrymander the support aircraft crew(s).
- _____ Turn over the "take" to an authorized recipient and get signed receipts.
- _____ Arrange for return transportation to the ship via the A3D or C-130.
- _____ Collect daily from the Navy, the video tape which was made that day of the activities of the U-2.

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TACTICAL MAINTENANCE

Whale Tale Operation

PURPOSE: This SOI establishes and standardizes procedures to be exercised by the Tactical Maintenance Section on any WHALE TALE operation.

1. Policy. The Tactical Maintenance Section will be governed by the responsibilities and procedures established in this SOI to insure completion of organization mission.

2. Responsibilities. The Maintenance Supervisor is responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this SOI.

3. Procedures:

a. Upon notification of deployment all cargo will be delivered to designated area in Hangar 3. A complete list of cargo will be delivered to Director of Materiel Office indicating a breakdown of box numbers, weight, and cube of each item. In addition, one man will be provided to check maintenance cargo and assist in loading. This man will be one of those who is to accompany the deployment.

b. Upon arrival at carrier and prior to making a trapped landing, a chalk line will be made on Number 4 elevator showing position that main landing gear must track. Pertinent aircraft dimensions are as follows:

- (1) Nose to main landing gear - 20' 6".
- (2) Main gear to tail gear - 19' 9".
- (3) Main gear to end of sugar scoop - 29' 3".
- (4) Aircraft total length - 49' 9".

c. A chalk line will also be made on flight deck as directed by the Operations Officer to assist in positioning aircraft for turn around takeoffs. A full fuel load takeoff position will also be marked per Operations Officers instructions.

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d. The following equipment will be brought to flight deck and stowed in vicinity of island upon receipt from aircraft and prior to arrival of aircraft:

- (1) Sulky.
- (2) Nitrogen cart.
- (3) Six foot ladder.
- (4) Main gear turning plate.
- (5) Grease plate - tail gear.
- (6) MLG chock.
- (7) Two pogo chocks.
- (8) Tow bar - Tail landing gear.
- (9) Tow bar - Main landing gear.
- (10) MLG downlock pin.
- (11) TLG downlock pin.
- (12) Set of pogo pins.
- (13) Set of special pogos.
- (14) MLG chock - elevator use.
- (15) TLG chock - elevator use.
- (16) 250 lbs Ballast - 25 lb shot bags.
- (17) Fuel truck.
- (18) Two wing stands - adjustable.
- (19) Personal tools.
- (20) Adequate number of tie downs.
- (21) Flight deck clothing.

e. Following procedures will be followed on trapped landings and turn around:

- (1) Aircraft trapped.

- (2) Maintenance personnel will proceed to aircraft.
- (3) Pogos installed.
- (4) Gear pins installed.
- (5) Crew chief signals pilot to taxi over cable.
- (6) Crew chief and pilot check flap position - (15 degrees).
- (7) Engine shut down.
- (8) Tail gear scissors disconnected.
- (9) Sulky installed and tow vehicle connected.
- (10) Aircraft positioned on takeoff chalk line.
- (11) Aircraft chocked and secured as necessary.
- (12) Fuel truck in position for servicing (Driver will remain in cab-truck will be chocked and tied down).
- (13) Visual check of tail and main gear areas.
- (14) Sulky removed.
- (15) Tail gear scissors connected.
- (16) Fueling completed - truck will move to area behind island or as directed.
- (17) Fuel counter set.
- (18) Signal for air starter unit.
- (19) Signal for 28V DC external power source.
- (20) Wings level for even fuel load.
- (21) Canopy closed and locked.
- (22) Start engine as directed.
- (23) Air starter removed.
- (24) DC external power source removed.

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- (25) External power source receptacle door closed.
- (26) Gear down locks removed.
- (27) Engine access door closed.
- (28) Pogos removed - Hold wings level for hand launch.
- (29) Crew chief signals pilot for brakes.
- (30) MLG chock removed.
- (31) Crew chief turns over launch at this point to Boatswain or Bosun.

f. The following procedures will be followed on aircraft removal from flight deck to hangar deck:

- (1) Carrier speed reduced and no turns until aircraft secured in hangar deck.
- (2) Man on brakes - stays in cockpit until secured below.
- (3) Position aircraft parallel to Number 4 elevator with nose of aircraft toward bow of ship. Center line of aircraft should be approximately three feet inboard of inside edge of elevator. Main gear and tail gear should be stopped on turn plates with main gear in line with chalk line. (Paragraph 2).
- (4) Inflate MLG strut with nitrogen to provide turning clearance.
- (5) Install special pogos.
- (6) Disconnect MLG scissors, brake hose clamps, etc. (Stow parts in bag and tie to strut).
- (7) Disconnect LH TLG door and wire up out of the way - (Retain rod adjustment).
- (8) Disconnect TLG scissor.
- (9) Install MLG turning bar.

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(10) Install TLG tow bar - small.

(11) Turn MLG and TLG ninety degrees simultaneously.

(12) Place adequate weight on left wing to provide clearance on right hand pogo.

(13) Aircraft moved into position on elevator by hand. Chock men ahead of each gear with special chocks as aircraft is being moved. When in proper position, aircraft will be chocked and a minimum of three tie down chains installed, one on each fuselage fitting and one from left hand pogo fitting to hold that wing slightly low.

(14) Elevator - Down to hangar deck level.

(15) Tie downs removed.

(16) Aircraft pushed by hand into hangar with a chock man ahead of each gear. Position aircraft in hangar as directed, exercising extreme caution.

(17) Install chocks and secure aircraft, one chain each fuselage fitting, one chain each pogo fitting, tail gear secured.

g. The following procedures will be followed upon mission alert and movement to flight deck:

(1) Commo equipment installed and checks complete (X minus 4 hours).

(2) Special Equipment and Tracker completed with "hatch up" (X minus 2 hours).

(3) Maintenance preflight completed as far as possible (X minus 1.5 hours).

(4) Aircraft prepared for movement on to elevator.

(5) Carrier speed reduced and no turns until aircraft secured in takeoff position on top side.

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- (6) Man on brakes - stays in cockpit until secured "on top".
- (7) Aircraft pushed by hand on to elevator - main gear over chalk line and chock men ahead of each gear. Ballast as required on left hand wing. When properly positioned on elevator, chocks will be placed in position and a minimum of three tie down chains will be installed, one on each fuselage fitting and one from left hand pogo fitting to hold that wing low.
- (8) Elevator - "up" to flight deck.
- (9) Tie downs removed.
- (10) Aircraft pushed by hand off elevator on to flight deck. Chock men ahead of each gear. Stop aircraft with main gear on turn plate and tail gear on grease plate.
- (11) Turn MLG and TLG ninety degrees (Normal position) simultaneously.
- (12) Remove MLG turning bar.
- (13) Remove TLG tow bar.
- (14) Connect MLG scissors, brake hose clamps, etc. Deflate strut to normal position.
- (15) Connect left hand TLG door.
- (16) Install sulky and towing vehicle.
- (17) Tow aircraft to takeoff position (X minus 1 hour) secure with MLG chock and two fuselage fitting tiedowns.
- (18) Fuel truck in position and servicing begins. (Driver will remain in cab in addition to required chocks and tie downs).
- (19) Sulky removed and tail gear scissors connected.

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- (20) Special pogo locks removed.
- (21) When fuel servicing is completed truck moved behind island or as directed.
- (22) Signal for air starter unit.
- (23) Signal for 28V DC power.
- (24) Seat connected.
- (25) Canopy closed and locked.
- (26) Start engine as directed.
- (27) Air starter removed.
- (28) DC external power source removed.
- (29) External power receptacle door closed.
- (30) All tie downs removed.
- (31) Gear downlocks removed.
- (32) Engine access door closed.
- (33) Pogos removed - hold wings level for hand launch.
- (34) Crew chief signals pilot for brakes.
- (35) MLG chock removed.
- (36) Crew chief turns over launch at this point to Boatswain or Bosun.

h. During all "touch and go" landings the maintenance personnel will occupy the area as directed by air boss or Bosun.

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SPECIAL EQUIPMENT

Whale Tale Operation

PURPOSE: To outline procedures to be followed by Special Equipment in the event of a WHALE TALE operation.

1. Policy. Special Equipment Section will be governed by the responsibilities and procedures established in this S0I to insure completion of organizational mission.

2. Responsibilities. Special Equipment Section will be responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this S0I.

3. Procedures.

a. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A complete list of cargo will be delivered to Director of Materiel Office indicating a breakdown of box number, weight and cube of each item. In addition, one man will be provided to check Special Equipment cargo and assist in loading. This man will be one of those who is to accompany deployment.

b. Special Equipment will provide one man to assist and monitor the loading of trailers on flat bed when it has been determined that they are required for this deployment.

c. Under normal conditions, four Special Equipment personnel will be furnished for this deployment.

d. Upon arrival at ship, the section will be completely set up in an area provided to insure readiness for a scheduled mission.

e. At time of mission alert the following steps will be followed:

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(1) -12 hours - Mission alert received. Configuration loaded with prescribed material and thoroughly pre-flighted.

(2) -3 hours - Final shop check of configuration. Configuration then loaded on article.

(3) -2½ hours - Pilot briefed.

(4) -2 hours - Final check of configuration operating in article.

f. One hour prior to return of article the material shipping boxes and required paperwork are readied for shipment.

g. Upon landing of article, configuration is again checked while in article and any discrepancies will be noted. Configuration is then removed to shop area for a more thorough post-flight check.

h. Material will then be removed from configuration, packed and turned over to Security Section for shipment.

i. Special Equipment Supervisor will attend the debriefing of pilot.

4. General. Normally the complete operation will follow that of any deployment, however the time elements involved may differ due to unknown factors involved. The necessity of Special Equipment trailer will be governed by availability of a suitable operating area on carrier. Regardless of circumstances, mission readiness will be attained at the earliest possible time contingent with difficulties encountered.

SUPPLY

Carrier Operations Supply Procedures

PURPOSE: To outline the procedures to be used by supply personnel during operation aboard aircraft carriers. This memorandum applies to all supply personnel of this organization.

1. Policy. It is the policy of this organization that one supply man will accompany each full scale deployment aboard aircraft carriers and will take one staging kit, augmented for carrier operation, and such other items as may be deemed appropriate.
2. Responsibility. The Unit Supply Officer will be responsible for the implementation of these procedures.
3. Procedures.

- a. Unit Supply will coordinate with the maintenance activity to determine which kit will be taken and any desired additions or deletions for the particular operation.

- b. Action will be taken to insure that the kit selected is as complete as possible and that all kit records are properly posted and accurate and that all containers are properly marked and painted.

- c. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A listing will be prepared containing the identification and number of each container to include the individual weight and cube. The total weight and cube information will also be determined. This information will be provided to the Materiel Section, when called for, for the purpose of manifesting cargo for shipment.

- d. Organizational Supply will supervise the loading operation, and will provide the forklift operators and additional loading team personnel as may be required.

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e. One driver for heavy equipment will be provided for the period of transfer of such equipment to the carrier loading point. When feasible, this will be the individual who will accompany the deployment.

f. The supply man accompanying the deployment will supervise and/or otherwise assist in carrier loading. He will coordinate with the maintenance activities and tie down crew on board the carrier to insure that the kit is placed at a point of convenience to maintenance and that the kit is ready for operation as soon as may be required.

4. General. Supply will insure that the kit is returned in good condition, including all reparable items generated, and will provide such assistance as may be required for loading, unloading, and return as specified for departure above.

TRACKER

Whale Tale Operation

PURPOSE: To outline procedures to be followed by the Tracker Section in the event of a WHALETALE operation.

1. Policy. Tracker Section will be governed by the responsibilities and procedures established in this SOI to insure completion of the organizational mission.

2. Responsibilities. Tracker Section will be responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this SOI.

3. Procedures.

a. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A complete list of cargo will be delivered to the Director of Materiel Office indicating a breakdown of box number, weight and cube of each item. In addition, one man will be provided to check Tracker cargo and assist in loading.

b. Under normal conditions, one Tracker man will be furnished for this deployment.

c. Upon arrival on carrier, a shop area will be set up for immediate use. Whenever possible, this section will combine with the Special Equipment Section.

d. Upon a mission alert, Tracker personnel will completely preflight tracker in shop area. At this time the B-configuration hatch will also be readied.

e. All driftsight, sextant and hand control equipment will be preflighted on article as soon as aircraft is available.

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f. Approximately 3 hours prior to takeoff the clock in the tracker is hacked, tracker is purged for thirty minutes and then mounted on B-configuration hatch while in shop or hangar area.

g. Tracker and Special Equipment personnel will then install B-configuration hatch to article.

h. All dimes on tracker equipment are cleaned and all equipment is then double checked for correct operation.

i. Approximately thirty minutes before takeoff the driftsight and sextant systems are purged. This operation is continued until one minute after engine start. During this purging period the B-configuration window covers are to be removed. After the above steps are completed the article is ready for launch inasmuch as Tracker Section is concerned.

j. Tracker personnel will meet article upon return and re-install B-configuration window covers.

k. After article has been removed to the hangar deck the tracker will be downloaded from article and removed to shop. The material is then removed from the tracker and turned over to the Special Equipment Section for processing.

l. Tracker man will be present at pilot debriefings.

MATERIEL

Whale Tale Operation

PURPOSE: To outline procedures to be used by Director of Materiel personnel in the event a WHALE TALE operation is initiated.

1. Policy. WRSP-IV Memorandum Number MAT-8 applies to this operation.

2. Responsibilities:

a. The Director of Materiel will be responsible for monitoring and implementing so much of WRSP-IV Memorandum MAT-8 as applies to home station cargo movement.

b. The POL Section will be responsible for insuring that MIL SPEC 25524B fuel is on hand to support this operation. For planning purposes, this operation will normally require two R-2 type refuelers with 5,000 gallons of fuel in each. In addition, POL Section will furnish one man for deployment if deemed necessary by Commander. NOTE: This requirement will be normally determined by number of maintenance personnel deployed. POL man, when deployed, will be responsible for all fuel activities required during this operation. Close coordination will be exercised with Maintenance Supervisor.

c. Transportation Section will be responsible for transporting all cargo and equipment, including R-2 refuelers and Special Equipment trailers, not airlifted to port. In addition, any additional transportation will be furnished through this section.

Next 2 Page(s) In Document Exempt

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December 1964

U-2 AIRCRAFT CARRIER OPERATION



project "WHALE TALE"

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Navy has no objection to declassification
and release.

Navy review(s) completed.

USAF review(s) completed.

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The Deputy Director for Science and Technology, Central Intelligence Agency, wishes to express his appreciation to the National Photographic Interpretation Center for assistance in the preparation for publication and printing of this report.

- ii -

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CHAPTER I

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EARLY HISTORY

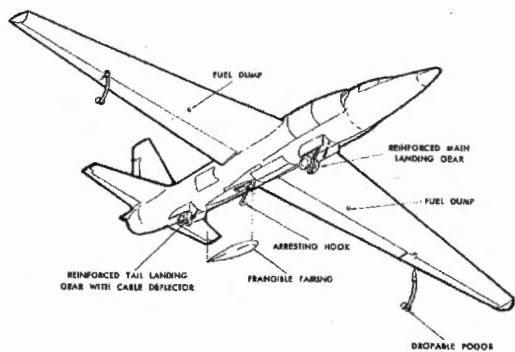
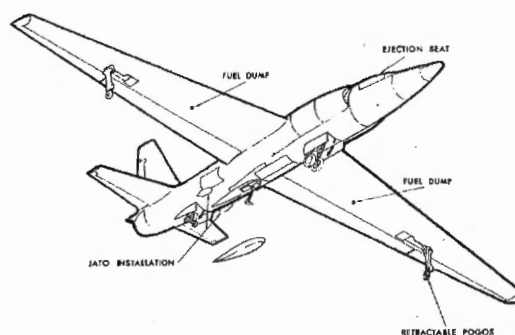
The U-2 overflight program commenced in the summer of 1956 and for the ensuing four years, operating from land bases in various parts of the world, scored a record of successes which have resulted in its being widely acclaimed as one of the most effective and productive intelligence collection programs in the history of the craft.

On 1 May 1960 the loss of a U-2 deep inside the Soviet Union brought a torrent of world-wide publicity. Subsequently, the problem of obtaining even temporary staging rights in friendly foreign countries became progressively more complicated. Because of the notoriety associated with the aircraft, its appearance in a foreign country, if detected, was likely to create political problems for the host government. This was likely to be true even in those instances where the host country was not subject to immediate pressure by the Soviet Union but was more often a function of internal domestic politics within the host government.

While all such foreign governments recognized the usefulness of the U-2 as an intelligence acquisition vehicle and all were eager for the protection such knowledge affords, few were readily willing to undergo the varied political pressures inherent in granting staging rights to the aircraft.

Given the state of affairs alluded to above, resorting to aircraft carrier based operations was a hopeful prospect not only for coverage of those targets not readily accessible from friendly foreign soil, but for any critical operations where valuable time could not be expended in protracted political negotiations.

The concept of operating the U-2 from an aircraft carrier was not a new or particularly imaginative idea at this time. In fact, it had been considered early in the U-2 program and had been the subject of a discussion during a briefing given to President Eisenhower in May of 1957.



DESIGN PROPOSALS for developing a U-2 with a carrier launch capability were submitted as early as 1957, as shown here. The configuration ultimately chosen most nearly resembles that in the lower drawing with the addition of some additional features such as the mechanical spoilers installed on the wings.

At this time, the Chief of Naval Operations, Admiral Arleigh Burke, recommended to the Director of Central Intelligence, Allen W. Dulles,

that immediate action be initiated to develop a U-2 carrier based capability. On 2 August 1957, Lt. Gen. Charles P. Cabell, Acting Director, Central Intelligence Agency, in a memorandum to the Chief of Naval Operations stated as follows:

"(A) The carrier capability at this time would add little to the coverage of the Soviet Bloc obtainable by the U-2 from the land bases to which it now has access.

"(B) The availability of alternate land bases provides a fair degree of insurance against political evictions, but

"(C) Carrier operations, by reason of flexibility and independence of foreign jurisdiction, would generally enhance the reconnaissance capability of the United States, especially with respect to areas outside the Soviet Bloc. Accordingly, although the benefit to the project would be too limited to justify the expenditure of project funds for the conversion of aircraft, this Agency would be happy to see this additional capability in hand. These views have, of course, been made known to the Navy in recent conversations. It is suggested that the

Navy approach the Air Force directly and seek a resolution of the issue."

Since the U-2 project was a joint CIA-USAF project administered and operated by CIA and supported logistically by USAF, any proposal such as the conversion of U-2's for carrier suitability would have required both CIA and USAF concurrence. It subsequently developed that USAF decided there was no need for a carrier capability and in 1957 the attempt to develop the carrier capability was disapproved by the Chief of Staff of the United States Air Force.

The Navy attempted on several occasions between 1957 and 1960 to obtain a joint agreement between CIA and Air Force to the effect that a carrier capability should be developed. These attempts met with little success due primarily to the fact that the Agency was able to land-base the U-2 at selected bases compatible with coverage of the Soviet Union and Bloc countries.

Despite the loss of the U-2 over the Soviet Union on 1 May 1960 and the limited operations of the U-2 which followed, the carrier proposal was not seriously pursued again until 1963.

CHAPTER II

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APPROVAL

The proposal to develop a carrier configured U-2, designated the U-2G, gained impetus early in 1963 when Lt. Gen. Marshall S. Carter, Deputy Director of the Central Intelligence Agency, took a personal interest in the project.

General Carter engaged in discussions with Mr. Clarence L. "Kelly" Johnson of Lockheed Aircraft Corporation, designer of the U-2, on the question of whether there would be major problems involved in modifying one or more of the CIA owned U-2's for carrier operations. Mr. Johnson assured General Carter that the aircraft could be modified with relatively minor design and engineering changes and at a reasonable cost.

In view of Mr. Johnson's assurances, General Carter instructed Colonel Jack Ledford, Assistant Director, Office of Special Activities, and his deputy, Mr. James A. Cunningham, Jr., to have their staff commence the required action for investigating the feasibility of operating CIA U-2's from aircraft carriers, and to determine the necessary measures to implement such a program.

The first of the actions taken by Col. Ledford and his staff featured a series of surveys and familiarization trips to various U.S. aircraft carriers and Naval air stations. The Agency team, headed by Mr. Cunningham, was accompanied by representatives from Lockheed Aircraft Corp. and the Office of the CNO. The purpose of the visits was to enable members of the Agency, Lockheed, and CNO jointly to investigate and define any potential problem areas which might affect the development of the U-2G and to work out, as quickly as possible, solutions to whatever problems that might

arise. It was during the course of these visits and discussions that a tactical doctrine for U-2 carrier based operations began to emerge.

After the initial series of visits and meetings, the group concluded that there were no insolvable problems that would preclude operation of the modified U-2's from an aircraft carrier. Based on the findings and recommendations of the survey team, Mr. Cunningham undertook a comprehensive staff study on the proposal which was subsequently submitted to General Carter.

In addressing the substance of the concept, Mr. Cunningham wrote in part, as follows:

"The basic question then is whether or not this aircraft can be economically adapted to work from carriers with an acceptable margin of safety in flight operations, and, once so adapted, can it operate with frequency varying from occasional to repeated, in this manner, without affecting the Navy's disposition of forces under existing Navy Single Integrated Operational Plan (SIOP) commitments. As indicated earlier, present engineering analyses confirm that the aircraft can be so operated theoretically as to produce a viable carrier capability for reconnaissance purposes.

"Aside from the unknown range and altitude characteristics of the converted aircraft (which will depend upon arresting gear weight for the most part), the only apparent aerodynamic question is associated with the behavior of the aircraft in the landing configuration when it is approaching a fast moving carrier from the stern. One suggestion which has been made

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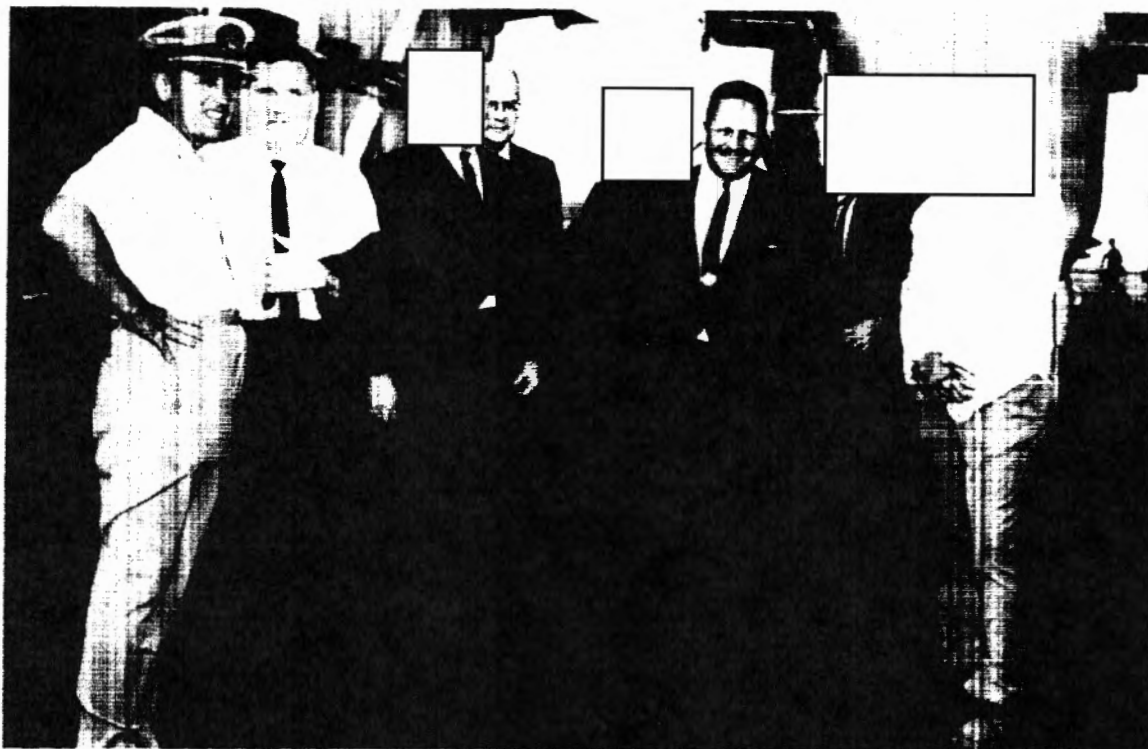
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SURVEY PARTY aboard the U. S. S. INDEPENDENCE. Left to right: Capt. Swanson, U. S. S. INDEPENDENCE; Capt. Martin D. Carmody, Office of the CNO; [redacted] Chief of Security, OSA; Mr. Edward L. Green, Eastman-Kodak; [redacted] Lockheed Aircraft Corp.; Mr. James A. Cunningham, Jr., DAD, OSA; [redacted] OSA Project Officer; and [redacted] Agency U-2 pilot.

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is that the standard angle of attack for such an approach with Navy aircraft which is three or four degrees to the horizontal be reduced to approximately 1 1/2 to 2 degrees in the case of the U-2 to permit a flatter angle of approach with power on so that "ballooning" of the aircraft prior to contact with the deck will be minimized.

"In a normal landing attitude, the U-2 rides tail high, which unless compensated for by a skillful power-on approach just above the stall speed may make the engagement of a carrier hook relatively difficult. There is a possibility that a problem may exist in wind pattern over the stern of a fast moving carrier, which according to Navy statistics, normally produces a

down-draft immediately to the rear of the stern, followed by an up-draft from 1,000 to 1,500 feet aft of the carrier. With its sizeable wing area and with flaps fully extended, there may be some adjustments in technique which will have to be accomplished in order to overcome the possible adverse effects of these phenomena.

"Stack wash from the carrier's funnels can largely be eliminated as a deterrent characteristic, since carriers on which the U-2 would be landed make their arrested landings on the angled deck, approximately nine degrees from the central axis of the hull away from the island, and the captains of both the USS LEXINGTON and USS INDEPENDENCE stated categorically that

- 4 -

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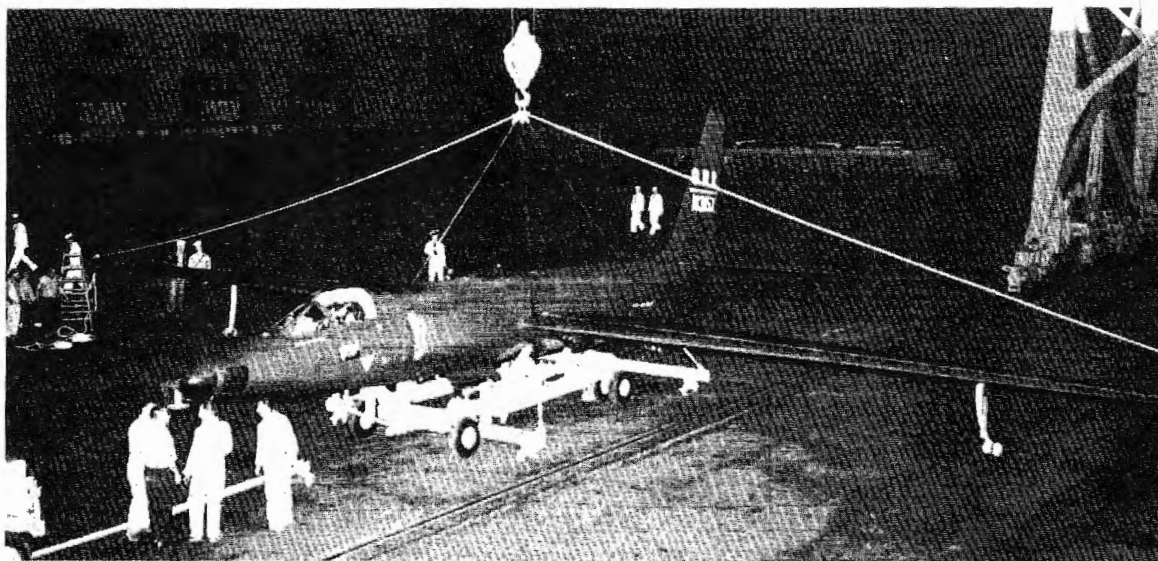
they 'could put the stack wash wherever the pilot wanted it.' This, of course, means that they could adjust the carrier's steaming angle to take maximum advantage of existing wind conditions to deflect stack wash. The only time this might be a modest problem would be when the aircraft is landed in a no wind condition, at which time it must rely solely on the carrier's forward momentum for relative wind."

Recognizing that the physical handling of the U-2G aboard a carrier would pose some unique problems, Mr. Cunningham further wrote:

"Movement of the aircraft from the hangar deck to the flight deck and conversely can be accomplished, despite the fact that no carrier in the United States Navy has elevators large enough to accommodate the U-2 without a portion of the wing extending beyond the outboard edge of the elevator. The largest elevator in the Fleet

measures only 70 by 52 feet, while those on the carriers in the group most likely to be employed in U-2 operations (CVA's 59 through 62), measure 63 by 52 feet. Lockheed has designed a special fuselage cart called a 'LOWBOY,' which permits side casting operations essential to movement from the hangar deck floor to the elevator and from the flight deck to the elevator, etc. This will be equipped with adjustable brakes to prevent any incident should the aircraft be on the elevator during period of rough weather.

"In addition, Lockheed has manufactured a special sling using a fuselage cart as the basic ingredient, which will permit on-and off-loading of the aircraft from the carrier when it is necessary to remove it or replace it aboard other than under its own power. The hangar deck offers adequate space for a compartmentalized working and refueling area.



SPECIAL SLING was manufactured by Lockheed which permits on and off-loading of U-2 from the carrier when it is necessary to remove it or replace it aboard other than under its own power. This photo was taken at North Island NAS as aircraft is prepared for initial launch tests.

- 5 -

Approved For Release 2003/09/30 : CIA-RDP75B00446R000100210015-3

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"Minor adjustments in the aircraft component of an operational carrier must be made to provide adequate storage space on the hangar deck, but Navy assures us that this is an administrative problem which can be encompassed by proper direction from higher authorities, beginning with the Chief of Naval Support and the CNO, augmented by the Joint Chiefs of Staff in those cases where such temporary depletion of the Air Carrier Group would affect the Navy's SIOP capabilities."

On the subject of cover, the staff study stated:

"A clear and plausible cover story, stoutly maintained by responsible persons concerned and supported by the IDEALIST Detachment aboard the carrier, can probably preserve the fiction of innocuous use of the U-2 for considerable time. This story will require precise and unequivocal attention to every detail. The IDEALIST Detachment and the carrier commander must be given detailed guidance, not only on the objective of the story, but also the necessary supporting actions. The basic requirement is to have a plausible reason for the presence of the U-2 aboard a carrier. Present discussions with the Navy, including Vice Admiral Rayburn, Director of Research and Development for the Navy, and his Deputy, Admiral Weakley, indicate that sponsorship for the U-2 aircraft on the carrier in the long run can be anticipated from the Office of Naval Research headed by Admiral Coates. The discussions thus far have not only indicated that ONR would be willing to have the U-2's attributed to its organization, but that a workable cover arrangement not unlike that which the Agency worked out in 1955 with NACA (ultimately NASA) could be effectuated."

The study concluded with a series of recommendations which, if approved, were designed to produce an operational capability at the earliest possible date.

On 23 July 1963, General Carter approved the staff study and its recommendation and Lockheed immediately began working on the design changes and modifications for two of the Agency U-2's. Concurrently, the OSA staff began coordination with the U.S. Navy for the implementation of the pilot training program and for U-2 suitability tests aboard a carrier.

The principal configuration changes incorporated in the U-2G in order to enable it to operate effectively from carriers included a mechanically operated fuel jettison system to permit the aircraft to be reduced to maximum gross landing weight in the event of either an inflight emergency requiring an immediate landing or in those cases where the aircraft is returned to the ship from a mission with fuel to spare. A further modification was the incorporation of a heavier landing gear which effectively more than doubled the original design specification of maximum deceleration in terms of feet per second. Coupled with this beefed-up landing gear were heavier pressure bulkheads in the landing gear section and augmented longerons in the fuselage at the trailing edge of the wing to withstand the added impact of carrier hook engagement. A modified T2V arresting hook was installed in the aircraft, covered by a plastic fairing which reduces aerodynamic drag, and which is jettisoned at the time the aircraft enters the traffic pattern around the carrier preparatory to landing.

The single most important modification, however, was the addition of a pair of mechanical spoilers situated midway outboard on the trailing edge of each wing. These are activated by a simple switch on the throttle quadrant. Upon actuation at the point of touch-down of

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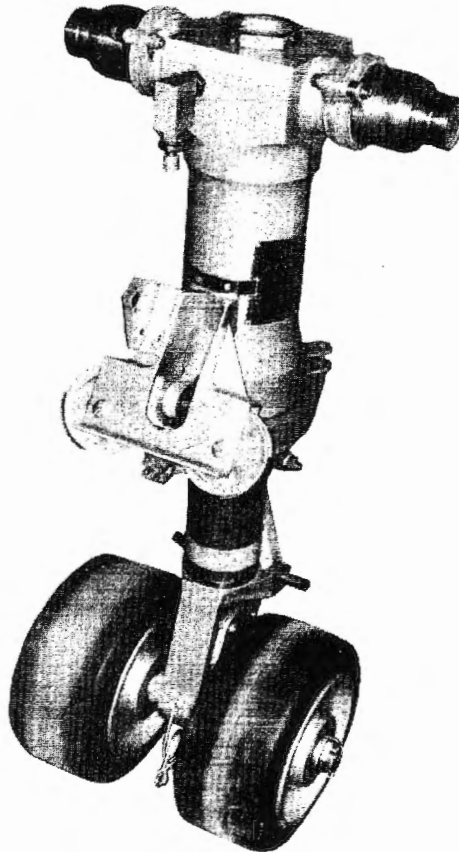
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the aircraft the wing stalls almost immediately, enabling the pilot to spot-land with nearly the same accuracy that would be encountered in more conventional aircraft. Light weight, one inch arresting cables have been substituted for the normal heavier arresting cables on the CVAs in order to reduce critical vibration encountered when the aircraft runs over the cables in the process of arrestment.

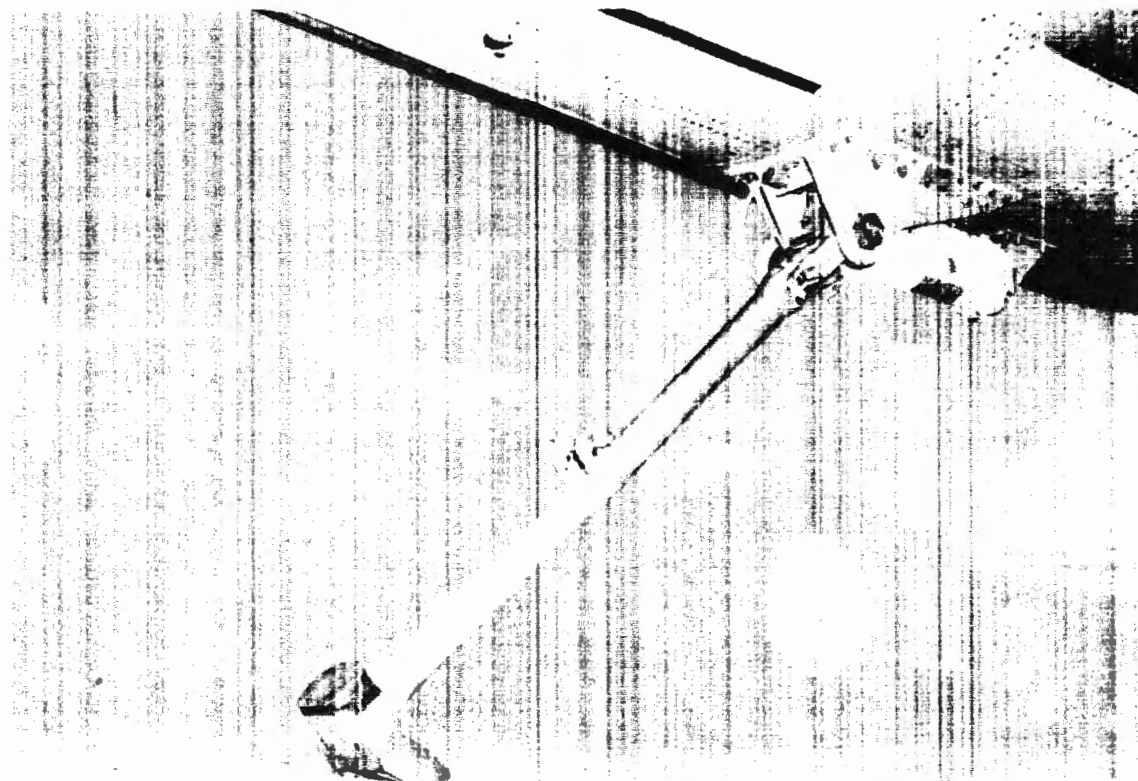
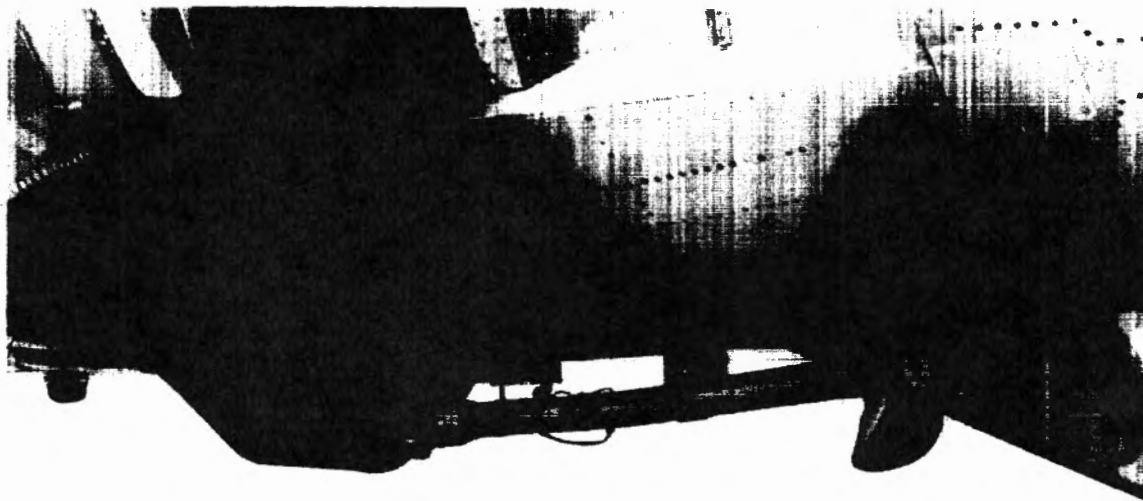
It subsequently proved necessary to depress the Fresnel lens landing system to an angle of 1.5 degrees to give the pilot of the U-2 a proper representation of the "meatball" during

his final approach to the deck. Experience has shown that under normal landing conditions with an approach speed of approximately 82 knots and with from 26 to 30 knots wind across the flight deck, effective arrestments at a relative speed of 50-55 knots can be obtained with the ship's arresting engines set at the lowest available figure of only 10,000 pounds of force. All takeoffs from the carrier with the U-2 are normally made on the axial as opposed to the angle deck which requires a clear deck forward in all cases. Catapult launch of the U-2G is not feasible for structural reasons.



BEEFED UP LANDING GEAR more than doubled the original design specification of maximum deceleration in terms of feet per second.

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ARRESTING HOOK installed in U-2 is shown in both the retracted and extended positions. Note in the upper picture the partial plastic fairing which reduces aerodynamic drag.

CHAPTER III

PILOT TRAINING AND SUITABILITY TESTS

The first tests of a U-2 on an aircraft carrier were undertaken in August of 1963. For the preliminary tests a conventional (unmodified) U-2 was used. The operation was designated "Project WHALE TALE."

On the night of 2 August, an Agency U-2 was flown to North Island Naval Air Station at San Diego, California, where, under cover of darkness, and after midnight, it was loaded aboard the Aircraft Carrier USS KITTY HAWK and stowed below decks in the hangar bay. The most stringent security precautions were employed by both Naval and Agency security personnel to limit unwitting persons gaining knowledge of the operation. The North Island base personnel who assisted in moving and loading the U-2 (fire chief, SP's, crane operator, etc.) were briefed in general terms as to the sensitivity of the "ONR exercise" and were admonished not to discuss it with anyone.

The following day, the KITTY HAWK proceeded to a pre-determined test area approximately 50 miles off the coast. While a sharp look-out was maintained for any intruding surface or aircraft, the U-2 was brought up from the hangar deck and prepared for launch.

The aircraft was marked with the large letters "O.N.R." on the vertical stabilizer, in keeping with the agreed cover story that this was an Office of Naval Research project. All personnel participating in the tests were alleged to be either O.N.R. personnel or Lockheed civilian technical representatives.

While the U-2 was being readied for take-off, the commanding officer of the KITTY HAWK, Captain Horace H. Epes requested the attention of the ship's personnel on the public address sys-

tem and read the following prepared statement:

"This morning we will be conducting a series of tests sponsored by the Office of Naval Research to determine the suitability of launching the U-2 from a carrier. In today's operation we will be assisted by personnel from Lockheed Aircraft Corporation, the manufacturer of the U-2."

"The details of this program, and today's test, are classified because of the obvious far reaching implication of this program with relation to [redacted]"

[redacted] In this regard, it is important that there be no discussion or disclosures of this test with unauthorized persons. This means anyone who is not aboard today. It is possible that you may read or hear something about this program in the newspapers or on the radio but this does not relieve you of your responsibility not to discuss today's test with unauthorized persons."

Insofar as it was possible to determine, this story was accepted without question by the carrier crew and as of the date of publication of this report, there have been no known security violations or even undesirable speculation by Naval personnel involved in the operation. The same cover story, with minor modifications,

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INTERESTED OBSERVERS of the first U-2 carrier launch tests are photographed on the flag bridge of the U.S.S. KITTY HAWK on 4 August 1963. Left to right: Captain Horace H. Epes, Jr., USN, skipper of the KITTY HAWK; Captain Martin D. Cormack, USN, Office of the CNO; Mr. C. L. "Kelly" Johnson, Lockheed Aircraft Corp.; Vice Admiral Paul D. Stroup, USN, COMNAVAIRPAC; Mr. James A. Cunningham, Jr., CIA; and Captain George C. Duncan, Asst. Chief of Staff for Force Readiness, COMNAVAIRPAC.

was used on subsequent carrier operations, including the operational overflight mission in the South Pacific, with equally successful results.

The KITTY HAWK was underway at 20 knots; this, combined with a 10 knot headwind resulted in a 30 knot wind across the flight deck. The impressive wing span and light construction of the U-2 under these conditions gave the maintenance crew some difficulty in holding the aircraft on the deck, even without application of power. On signal, the U-2 with [redacted] LAC test pilot, at the controls, started its take-off run down the flight deck. As the throttle was advanced, the 16,000 pound thrust

Pratt & Whitney J-75 engine catapulted the U-2 toward the bow of the ship. In approximately one-third the length of the flight deck the aircraft was airborne, the pogos fell away, and by the time the U-2 cleared the bow it was already approximately 1,000 feet above the carrier. Then, with pardonable exhibitionism, Schumacher racked the U-2 into a steep climb--a breath-taking spectacle to anyone who had never previously witnessed a U-2 take-off climb under full power. To the carrier crew, accustomed to the flat trajectory take-off of the heavier and more conventional carrier-based aircraft, the U-2 maneuver was a new and somewhat startling experience.

- 10 -

Approved For Release 2003/09/30 : CIA-RDP75B00446R000100210015-3

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The ensuing flight maneuvers were accomplished without incident. Schumacher made several low approaches to the flight deck to ascertain whether there were any aircraft controllability problems in the landing area and found that the U-2 was easily controlled throughout all the maneuvers. On his last pass at the KITTY HAWK's deck, he let the U-2 touch-down briefly and then reapplying power lifted off and set course for the LAC plant at Burbank, California. The initial tests were complete and proved that the U-2 could be operated successfully from carriers of the FORRESTAL class. They also furnished the Lockheed engineering staff with valuable data for use in the development of design changes necessary for modification of the U-2 for arrested landings aboard ship.

The U-2 pilots' Carrier Training Program, already well advanced in planning, was designated Project WHALE TALE II.

The decision to implement a training program for the Agency U-2 pilots was made concurrent with the decision to modify the U-2 for carrier operations. Mr. Cunningham, with other Agency staff members and Captain Martin Carmody, Office of Naval Operations, had previously met with the Naval Air Training Command Staff at Pensacola NAS, Florida, on 5 June 1963 to formulate and approve a syllabus for a training program for the pilots selected for the project.

It was agreed that these pilots, because of their high degree of competency and proficiency, would require only a short, but comprehensive, flight training program to qualify them for carrier operations. It was decided that the program would be accomplished in three phases, as follows:

(1) Phase One - Initial flight check-out in the Navy T2A aircraft and carrier type approaches and landings, all under the supervision of highly qualified Naval Landing Signal Officers at Monterey NAS, California.

(2) Phase Two - Further carrier type landings and approaches in the T2A at Pensacola NAS, Florida, until the Landing Signal Officer considered each pilot ready to land aboard an aircraft carrier. Actual T2A landings and qualifications aboard the aircraft carrier LEXINGTON in the Gulf of Mexico completed this phase.

(3) Phase Three - Initial carrier type approaches and landings in the U-2G at Edwards AFB until the Landing Signal Officer considered each pilot ready to land the U-2 aboard ship. Actual U-2 landings and qualifications aboard a FORRESTAL Class Carrier completed this phase.

The first group of four pilots began Phase One of the Carrier Flight Training at Monterey NAS on 17 November 1963, under the supervision of [redacted] (subsequently assigned to Project IDEALIST as resident Landing Signal Officer). After two weeks of training at Monterey, the group was ready for Phase Two, and on 21-23 November proceeded to Pensacola NAS where all four pilots performed the transition to qualified carrier pilots in their usual professional manner.

The second group consisting of four Agency pilots, Lockheed test pilot [redacted] and the Edwards Detachment Commander, [redacted] were initially scheduled to begin Phase One in December of 1963. However, due to heavy project operational commitments, their training was delayed until 5 January 1964. Training, once begun, went smoothly and professionally, and was completed on 15 February.

Phase Three commenced on 29 February 1964, the date the first U-2G was delivered to the Edwards AFB detachment. Each of the Agency pilots was given numerous sorties in the "G" where much practice went into the development of his flying techniques as derived

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PRECISION PERFORMANCE of U. S. Navy T2A's is demonstrated in this photograph of Project Headquarters personnel being air-lifted to the U. S. S. LEXINGTON to engage in planning for the WHALE TALE program. These aircraft were the training ships which initially were used to check-out U-2 pilots in carrier operations.

from his experience in the T2A. It should be noted that when [redacted] declared the pilots operationally ready, each felt confident of his ability to undertake the arrested landings, having developed a profound respect for [redacted] judgement and experience in carrier operations.

As the development of the U-2G was reaching its final stages by Lockheed and pilot training was nearing completion, the OSA staff began coordinating details for the suitability tests and pilot qualification with representatives from the Office of the Chief of Naval Operations and the Commander Naval Air Pacific, Vice Admiral Paul D. Stroup. With the cooperation and assistance of these officers, the program proceeded to the point where all elements were ready at the same time; the U-2G, project pilots, and the aircraft carrier USS RANGER which had been selected for the tests.

The RANGER operations were planned in three phases designed to take full advantage of the time the carrier was allotted for project use. This phase was designated WHALE TALE III and consisted of the following:

(1) Phase One - This phase was to be devoted to Lockheed Aircraft Corporation's exclusive use in testing the U-2G in carrier landings and suitability of operations aboard ship.

(2) Phase Two - Agency pilots' U-2G qualifications. This phase was to begin as soon as Lockheed had completed the Phase One test and had turned the aircraft over to the Edwards Detachment.

(3) Phase Three - This phase was to exercise the Edwards Detachment's operational capability and effectiveness while aboard ship.

WHALE TALE III began when a team composed of Headquarters, Detachment and Lock-

- 12 -

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heed personnel proceeded to the RANGER on 25 February 1964 and briefed and cleared the ship's Commanding Officer, Captain William E. Lemos, and other personnel for Project IDEALIST and the WHALE TALE III operations.

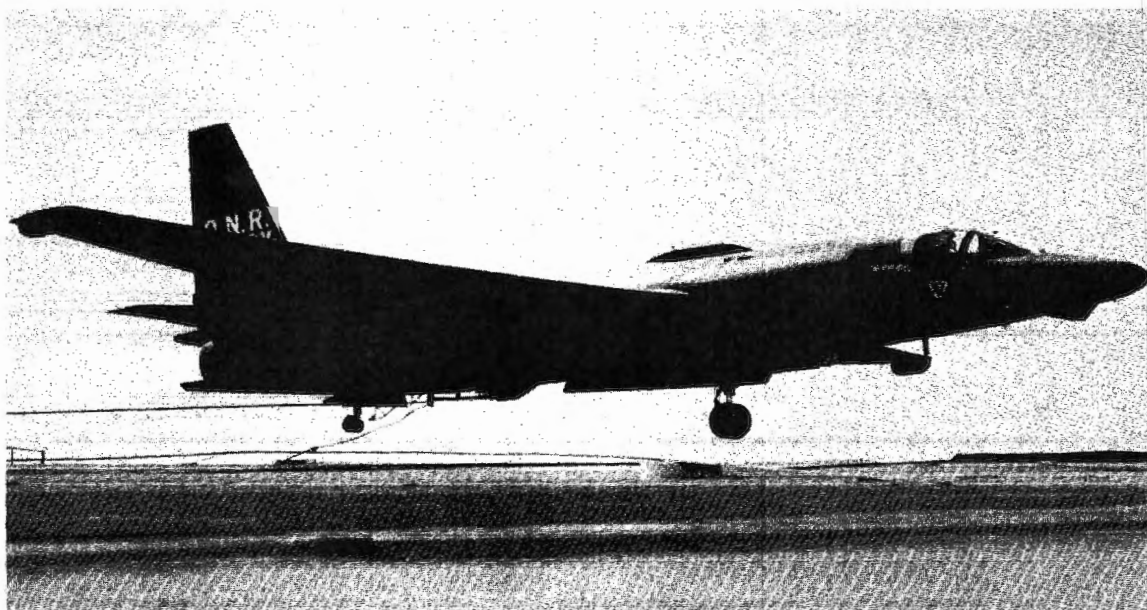
On 28 February 1964, Lockheed and Detachment personnel and equipment were loaded aboard the RANGER. On the following morning, the RANGER proceeded to the test area off San Diego where the operations were to be conducted. Phase One began with LAC pilot [] flying aircraft number 362 in a series of touch-and-go landings on the RANGER. The touch-and-go landings all went smoothly; however, on the first attempt for a hook engagement landing, the aircraft bounced and the hook engaged the wire while the aircraft was in the air. This caused the aircraft to be slammed back on deck and nose over. Minor damage resulted to the nose section of the aircraft which was taken below deck for repairs. After repairs were completed, the aircraft was flown back to Bur-

bank for the instrumentation read out. As a result of this incident, Phase One was rescheduled for 2 March 1964.

On 2 March, LAC pilot [] returned to the RANGER in aircraft 348 and completed four successful arrested landings. This completed Phase One. The aircraft was then turned over to the Edwards Detachment and Phase Two began.

On the same day, the first Agency pilot, [] began his U-2G qualifications in 348 and made several touch-and-go landings, but was unable to perform any arrested landings. He ran short of fuel while waiting for the RANGER to maneuver away from a foreign ship which had entered the operational area. He proceeded to North Island NAS for landing, and air operations were discontinued for the day.

On 3 March 1964, [] the next pilot, flew out to the RANGER from North



MINOR MISHAP aboard the U. S. S. RANGER is recorded in this series of photos. In the first photo the aircraft is making a normal approach to engagement.

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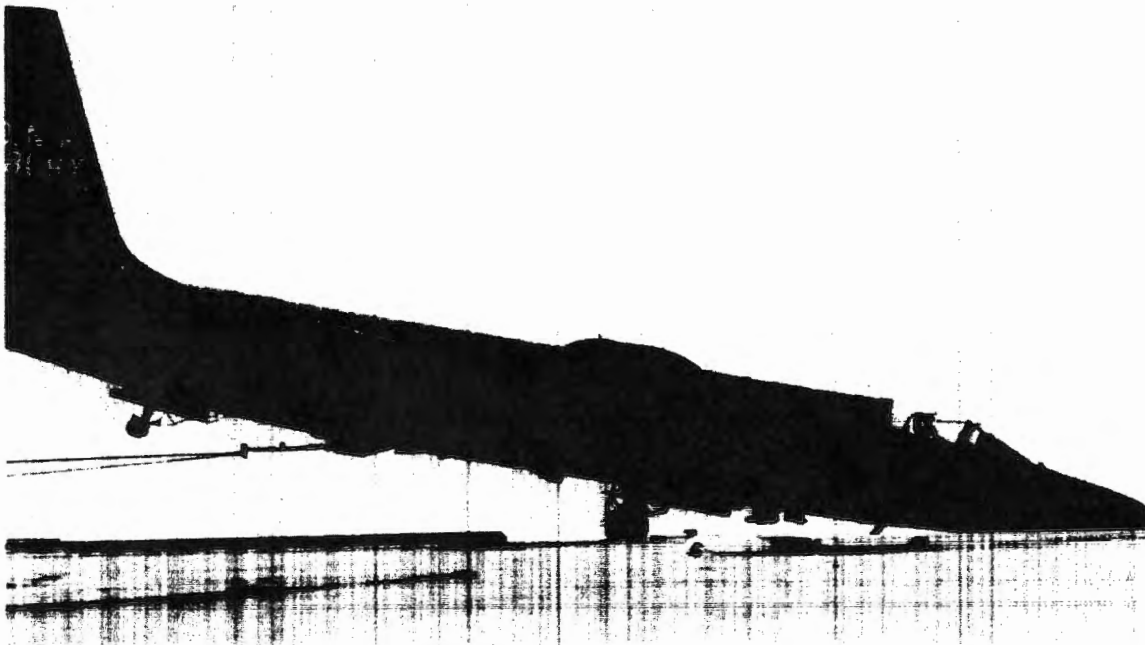
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The U-2 has already touched down and has bounced back into the air. The engagement has taken place while still airborne.



The minor damage to the nose section was the result of the engagement taking place while still airborne. The damage was readily repaired aboard the carrier.

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- 14 -

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DESIGNING WAYS of C. L. "Kelly" Johnson, a Lockheed vice president and designer of the U-2, were put to the test in configuring the aircraft for carrier operations. Here he appears to be not displeased with the results on completion of the initial launch and recovery tests.

Island NAS in aircraft 348 to continue Phase Two. [redacted] on his first touch-and-go landing, allowed the right wing to drop. The right wing skid caught on an arresting cable and was torn off. [redacted] then flew the aircraft to Edwards and landed safely on the dry lake bed without further incident.

As a result of these two incidents, both of the modified U-2's needed minor repairs before Phase Two could be continued. Therefore, with the Navy's concurrence, the remainder of

this exercise was planned to be conducted on 9 and 10 March 1964. This delay, as it worked out, was advantageous for all. The pilots refined their approach techniques by applying the experience gained from the 3 March flights.

On 9 and 10 March 1964, Agency pilots

[redacted] qualified in the U-2 without further incident. Phase Two and Phase Three were concluded. At this time the Detachment was considered operationally ready.

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Approved For Release 2003/09/30 : CIA-RDP75B00446R000100210015-3

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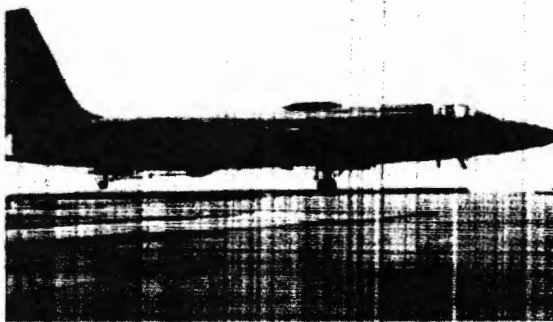
IN THE GROOVE ALL THE WAY



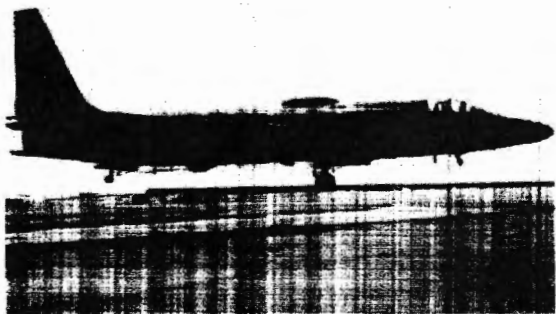
A REAL SOFT TOUCH DOWN



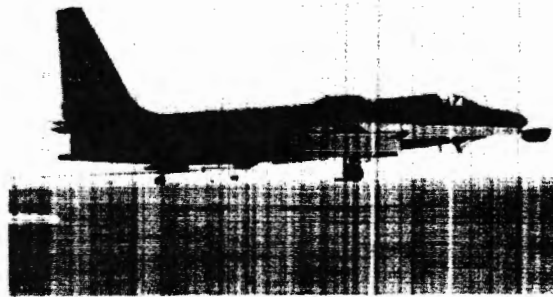
THE HOOK ENGAGEMENT



A SLIGHT NOSE OVER TENDENCY



RUNNING THE WIRE OUT



THE END OF THE LANDING

25X1

- 16 -

Approved For Release 2003/09/30 : CIA-RDP75B00446R000100210015-3

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Next 8 Page(s) In Document Exempt

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RECOGNITION - On 30 September 1964 before a capacity audience in the United States Intelligence Board meeting room of the Langley Headquarters of CIA, Lt. Gen. Marshall S. Carter, Deputy Director of CIA, (Right) presents the Distinguished Intelligence Medal to Mr. James A. Cunningham, Jr., DAD/OSA, for his singular contribution to the development of the U-2 carrier capability. Mr. Cunningham, a former U. S. Marine pilot himself, was cited for "the development of a unique method of acquiring foreign intelligence information."

- 26 -

Approved For Release 2003/09/30 : CIA-RDP75B00446R000100210015-3

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Approved For Release 2002/11/14 : CIA-RDP80B01676R001300090003-8

DAILY LOG

Office of the Deputy Director

9/25/63

Date 24 July 1963

1. Two Memos for Record by Jim Cunningham on U-2 carrier training exercise. CNO Adm. Anderson has expressed (thru intermediaries) some concern over protracted U-2 ops from 6th Fleet carriers--fearing a boomerang of Navy image in Med. ()

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2. Code name WHALE TALE has been given to exercise. R/Adm. Weakley, ONR deputy, is quite willing () to the training exercise next month on KITTY HAWK. ()

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3. BRASS KNOB: During 11-17 July, ()

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Approved For Release 2002/11/14 : CIA-RDP80B01676R001300090003-8

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Copy 12 of 12

23 July 1963

MEMORANDUM FOR : Deputy for Field Activities, Office of Special Activities

SUBJECT : Carrier Training Exercise with USS KITTY HAWK
(Unclassified Code Name WHALE TALE)

1. Following my visit of 17 and 18 July to Lockheed and to NAS, North Island, San Diego with reference to the projected carrier launch operation of a U-2, I can report the following information which should be of assistance to you in planning for implementing this activity.

A. Although we had hoped to be able to run the launch operation on 2 and 3 August, because of commitments for in-port repairs to the KITTY HAWK, we were told on arriving at North Island that invitations had already gone out to 1,500 ship's crew members for a dependents' cruise from San Diego on the morning of 3 August. This made it mandatory that we change our dates to 4 and 5 August with the actual launch to take place on the morning of the fifth.

B. Captain Martin D. Carmody and the undersigned met with Vice Admiral Paul D. Stroup, USN, COMNAVAIRPAC, the morning of 18 July and briefed him on the operation. Admiral Stroup has cognizance over the First Fleet under whom the KITTY HAWK comes. Admiral Stroup was very cooperative and said that he would arrange to brief and instruct Vice Admiral Taylor Keith, Commander First Fleet, when the latter returned from Pearl Harbor 20 July to insure that the minor change in carrier scheduling required to permit the WHALE TALE Operation would be accomplished. FYI Admiral Stroup had an IDEALIST clearance during his recent tour in the Office of the Chief of Naval Operations and was quite familiar with the parameters of the U-2. Admiral Stroup designated as the central

NRO and Navy review(s)
completed.

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Page 2

point of contact on his staff for WHALE TALE Captain George C. Duncan, USN, Chief of Staff to COMNAVAIRPAC.

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C. In company with Captain Duncan, following the briefing of Admiral Stroup, Captain Carmody, the undersigned, and visited the KITTY HAWK with whom Kelly Johnson proposes will fly the trial in Article 352. The KITTY HAWK was tied up at the pier at North Island, and Captain Carmody and the undersigned met in the skipper's cabin to brief in Captain Duncan's presence Captain Horace H. Epes, USN. Captain Epes was most cooperative and attentive throughout the briefing and assured us of his wholehearted support for the operation. Some of the salient points covered with Captain Epes were:

(1) He would like to put his Communications Officer, a Lt. Commander Anderson or Henderson, I believe, in touch with so that together they might work out communications procedures and call signs to be used on the day of the launch. Captain Epes suggested that plan to visit the KITTY HAWK this week for this purpose. It will be getting underway on 24 July from San Diego for certain airborne operations. The Captain suggested that report to the KITTY HAWK the evening of 23 July and go aboard, remaining there to observe carrier communications procedures on the 24th when air operations will be conducted. The Captain said that he would arrange to have flown back to land from the carrier after his discussions were completed.

(2) Captain Epes said there will be a minimum crew aboard the KITTY HAWK for the trial run on 5 August, consisting largely of the basic ship's crew plus a modest number in the Air Department. He felt that this would be sufficient to support our operations and still give us enough room to have a workable operating party and observers on board when the carrier moves out on the morning of 5 August. It is the Captain's proposal that they move into the Channel at 0730

Page 3

hours PDST and steam westward out of sight of land, presumably something like 50 to 60 miles for the launch. He was of the view that the entire operation could be completed and the carrier back at the pier in North Island by 1400 hours, barring some mechanical problem with the aircraft.

(3) Captain Epes plans to brief only very senior members of his staff on the purpose of the launch, and to the balance of the crew he will simply indicate that what is going on is to be considered as not only classified information, but restricted from passage to others, since it is an ONR project of concern to the Navy. Photography by ship's crew will be prohibited during the time the U-2 is on board the KITTY HAWK. At the same time the Captain has offered full support from his photographic detachment of all steps in the loading, fueling, launch, and aircraft movement operation both in still photography and 16MM color as requested. In addition, he will make available to us television pictures of the pre-launch operations on the elevator and flight decks, as well as the launching and simulated landing approaches planned for the operation. These television pictures are taken from a point of vantage just beneath the primary fly bridge on the aft end of the island, and Video tapes of the entire operation will be given to us for retention. The television vantage point overlooks the Number 3 starboard elevator aft which will be employed in the operation.

(4) Although Captain Epes offered to furnish us his own MD-2 starter carts (an improved version of the MA-2 cart), agreed with the Captain that LAC would furnish their air transportable starter cart for the operation. In addition, Lockheed will also provide an LAC fuel truck capacity unknown but over 5,000 gallons, which will be driven from Burbank to North Island to be in position there on Saturday, 3 August. This will contain the fuel needed for the launch operation.

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Page 4

(5) Navy will look to us to establish whatever coordination we feel is necessary with the Los Angeles Center of FAA as it bears upon the normal requirement to file an FAA flight plan for any flight originating on a carrier and terminating at a ZI installation. This coordination with FAA should also include suppression of positive control radars, if you feel this is required. Navy will also look to us to coordinate this operation with NORAD as it bears upon flights within the ADIZ in which the carrier will be operating. At present the tentative launch time, everything being equal, would be between 1030 and 1100 hours on the morning of 5 August.

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D. Kelly Johnson told me that he expected his party requiring accommodations on board the KITTY HAWK for the night of 4 August would number 10 or 12 to include himself,

25X1

and presumably a full LAC crew.

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Whether this crew comes from Burbank or Edwards should be left to you to work out with As discussed with Captain Duncan, the plan we laid on would call for the arrival of the U-2 from Burbank at a time just prior to official sunset when light was adequate to permit an easy landing at North Island. Runways there are approximately 7,800 feet in length, and the prevailing wind is out of the direction of 290 degrees. However, since the entire airfield at North Island is adequate for landing (it's an old Navy landing MAT field), the prevailing winds should be no problem. It is then proposed that 352 be taxied beyond base operations to the access runway leading to the aircraft carrier docking area. The access taxiway is more than adequate in width in maneuvering under tow. The Navy will furnish an aircraft tug, and Lockheed will make available a U-2 tow bar. Distance from the access taxiway is probably on the order to half a mile. The aircraft would be towed right up to the position abeam of the Number 3 elevator starboard aft, at which point Captain Duncan says the base will be prepared to defuel the aircraft as required by LAC before hoisting. The Lockheed crew will then move the aircraft on to the hoisting cart, and the gantry crane at dockside will hoist it aboard the flight deck. Prior to moving the aircraft on the flight deck, the same crane will have

[REDACTED]
Page 5

25X1

lifted the fuel truck and the LOWBOY dolly cart to the flight deck aft of the island. The angle of the gantry crane on the flight deck, together with the size of the lifting hook, was checked out personally by [REDACTED] on the 18th and was said to be adequate.

E. Once aboard the flight deck, the LAC crew would move the aircraft to the LOWBOY dolly and tow it aboard the elevator which would then move it to the hangar deck area where it would be stowed until the carrier was at sea the morning of 5 August. Since the flight profile is a normal one, there is no requirement for pre-breathing of the pilot, and the ship's aircraft oxygen system will be adequate.

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F. The Navy has guessed that the entire operation of loading the aircraft from the deck side to the flight deck and thence to the hangar deck will probably take up to two hours. You may wish to discuss with [REDACTED] the question of how many, if any, spare parts should be taken aboard the carrier in case there is a minor pre-flight checkout failure of some small but necessary item.

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2. I am afraid I have gone into a great deal of detail here, but since I will be away when much of this is going on, I wanted to have everything which might bear upon this whole operation. As to the number of people going out with the ship on 4 August, I think that we should control that from Headquarters so that we in turn can advise Captain Carmody of identities and numbers in order to permit adequate billeting and feeding arrangement on board ship. Carmody will send appropriate TWX's to COMNAVAIRPAC, Attention Captain George Duncan, COS, under the unclassified code name WHALE TALE. Suggest you may wish to have [REDACTED] keep on top of this aspect of it. You should also know that Admiral Stroup plans to witness the launching by going on board the carrier the morning of 5 August. I believe Kelly plans to send the hoisting cart and the LOWBOY overland to San Diego to meet up with the fuel truck there. There is a restriction on taking the loaded fuel truck on the Coronado Ferry, which means that the fuel truck will have to go overland on a somewhat longer route. I am not sure if the ferry will accommodate the LOWBOY and fuselage cart, which I assume will be on a flatbed. Suggest you check this with Carmody as well.

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Page 6

4. In view of our discussions with you about weight penalties, I have advised that we would await the completion of WHALE TALE and

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Page 7

evaluate the pilot report before committing ourselves to the ARS and beacon configuration for even a single aircraft. To this he seemed agreeable. As a last point, believe you may wish to invite Colonel Geary to attend this launch operation. I hope to be there myself!

JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

cc: Capt. Carmody
ADD/R
AFIGO-S

Distribution:

- 1 - D/FA/OSA
- 2 - DAD/OSA
- 3 - Captain Carmody
- 4 - ADD/R
- 5 - AFIGO-S
- 6 - AD/OSA
- 7 - SS/OSA
- 8 - COMMO/OSA
- 9 - SAL/OSA
- 10 - MD/OSA
- 11 - D/TECH/OSA
- 12 - RB/OSA

DAD/OSA:JACunningham, Jr./mm

~~TOP SECRET~~

(b)(3)

IDEA 1922-64

Copy 3

23 April 1964

MEMORANDUM FOR: Assistant Director, Office of Special Activities

SUBJECT: Cover Story for Whale Tale Operation

1. I have noted Dr. MacMillan's reservations concerning the proposed cover story for the Whale Tale operation and his suggestion that we consider an alternate story based on air sampling.

2. As an alternate to the infra-red submarine detection aspect of the cover story, we could describe the objective of the operation as an upper air sampling mission to establish base line radioactivity at high altitudes in this part of the world. This would require only minor revisions to the cover plan as it is presently written.

3. It should be noted, however, that the crew of the Ranger has already been briefed on the infra-red story during the training phase, the camera hatches on the U-2 will not substantiate an air sampling mission, and the suggestion of air sampling could very well induce speculation that mission was, in fact, related to the French test program.

If, in the view of the approving authority, the foregoing discrepancies are acceptable and the air sampling approach considered more appropriate, undertake the necessary revisions to bring the story in line with MacMillan's recommendation.

Per [redacted], the Special Group overruled Dr MacMillan and we will play the infra-red game. *Bob Hawk*

Special Assistant for Liaison/OSA

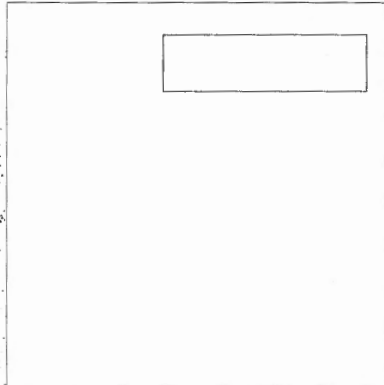
This document contains information referring to Project IDEALIST

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IDEA 1922-64

23 April 1964



~~TOP SECRET~~

(b)(3)

ORIG: 25 MAY 64 17 53
 UNIT: VERNON E. MORRIS
 EXT: IDEA/OSA
 DATE: 25 MAY 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO: KWCACTUS

FROM: DIRECTOR

CONF:

INFO: OPS 1-15 *u*

ROUTING			
1		9	
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ACTION	DEFERRED	<input checked="" type="checkbox"/>	PRIORITY
	ROUTINE	<input type="checkbox"/>	OPERATIONAL
		IMMEDIATE	INITIALS

08744

TO: PRIORITY CACTUS

INFO

OTE

ADIC

7653

RECITAL-X FISH HAWK

1. POLG RECD FROM KWCURFEV:

- A. MEN ACFT LAUNCH 2020N 12830W ETD 26/1700Z.
- B. ETA TWO ASD NORTH ISLAND 26/0140Z WITH FILM.
- C. ETA TO ALAMEDA 26/1600Z.

2. POLG INFO APPLY TO U-2 FERRY FLTS:

- A. 348 MEN NBR 0114G NORMAL CALLSIGN - BAGEL, EMERG - JUDY.
- B. 362 MEN NBR 0125G NORMAL CALLSIGN - TADPOLE, EMERG - STELLA.
- C. ANTICIPATE 2 PLUS 45 TIME ENROUTE.
- D. ROUTE DIRECT FROM LAUNCH POINT.
- E. HQ WILL PROVIDE NORAD NEC INFORMATION FOR SUPPRESSION

RADAR.

3. HQ WILL REQUEST ODUNIT PROVIDE AIRLIFT FOR CURKEW DET.

END OF MESSAGE

VERNON E. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

25 MAY 64 17 31
 ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 25 MAY 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KWBAIL KWSPECTRE

FROM: DIRECTOR

CONF: OPS 1-15 JS

INFO:

ROUTING	
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8	16
DEFERRED	PRIORITY
ROUTINE	OPERATIONAL IMMEDIATE

08738

TO IMMEDIATE RAIL INFO SPECTRE CITE ADIC 7650

RECITAL-62 FISH HAWK

1. W224A AND W234A
2. EXPECT APPROX 6000 FT DELTA 2 FILM FROM FISH HAWK DET
 FOR WAXING, TITLING, DUPING, ETC., APPROX ETA 26/0900Z NIAGRA FALLS
 MUNI APT VIA U.S. NAVY ASD. FIRM ETA WILL BE FWD WHEN KNOWN.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

23 MAY 64 1964

CLASSIFIED MESSAGE

TOP SECRET

ORIG: J.V. CHENBONHEAUX
UNIT: IDIA/OBA
EXT:
DATE: 23 MAY 1964

TO: KMCUSP/EN KMCACUS

FROM: KMCUSP/EN

CONF: OPS 1-15 *Kintel*

INFO:

ROUTING			
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	DEFERRED	<input checked="" type="checkbox"/>	PRIORITY
	ROUTINE		OPERATIONAL IMMEDIATE

08600

TO: PRIORITY CORVEN INFO CACTUS CITE: AMIC 7589

RECITAL-X VISH HBRK

PLEASE ADVISE MR JAMES BARKER THAT HE WILL BE REQUIRED TO ATTEND A SERIES OF MEETING AT KMCACUS REGARDING THE FLAME CUT PROBLEM AT KSCARD UPON HIS RETURN FROM THIS OPERATION. MEETING SHOULD LAST APPROX ONE TO THREE DAYS.

END OF MESSAGE

VERNON R. HOBBS
C/IDIA/OBA
RELEASING OFFICER

COORDINATING OFFICERS

TOP SECRET

AUTHENTICATING OFFICER

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23 MAY 64 1200
 ORIG: J.W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 23 MAY 1964

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KVCURFEW

FROM: DIRECTOR

CONF: OPS 1-15 *Wahl*

INFO:

ROUTING			
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	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

08573

TO IMMEDIATE CURFEW INFO

CITE ADIC

7577

RECITAL-X FISH HAWK

REQ YOU FWD ASAP MSG W234A TAKE READ OUT VIA BREVITY CODE.

END OF MESSAGE

[Signature]
 VERNON H. MORRIS
 C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

AUTHENTICATING OFFICER

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22 MAY 64
 ORG: V. R. MORRIS
 UNIT: C/IDEA/OSA
 EXT:
 DATE: 22 MAY 1964

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING	
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TO : KNCURFEW

FROM: DIRECTOR

CONF:

INFO:

OPS 1-8/22

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO IMMEDIATE CURFEW INFO

CITE

RECITAL-X FISH HAWK

8350

REF: CURFEW 020

7467

PCST WX INDICATES GOOD POSSIBILITY OBTAINING COVERAGE TOT
 BRAVO WITH MEN PER REF. BQ CONCURS MEN LAUNCH 22/1600Z.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

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Copy file.

21 MAY 64 10 30 CLASSIFIED MESSAGE

ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 20 MAY 64

TO: KWCURFEW
 FROM: DIRECTOR
 CONF: OPS 1-15 *Kurd*
 INFO:

TOP SECRET

ROUTING	
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7	15
8	16

DEFERRED	PRIORITY	DEFERRED
RECEIVED	OPERATIONAL IMMEDIATE	INITIALS

8189

TO IMMEDIATE CURFEW INFO CITE ADIC 7416

RECITAL-X FISH HAWK

1. MSN W234A APPROVAL RECD FROM HIGHER AUTH WITH RESERVATIONS THAT TGT ECHO NOT REPEAT NOT BE COVERED AGAIN.

2. THIS MSG YOUR AUTH TO PLAN AND LAUNCH MSN WHEN SUITABLE WX PREVAILS.

3. REQ YOU PLAN ROUTE TO ARRIVE TGT BRAVO FIRST AND BRIEF GLITTER ABOUT MSN IF UNABLE OBTAIN SATIS COVERAGE THAT TGT. IF SATIS COVERAGE BRAVO OBTAINED RE-COVER TGT'S ALPHA AND COCOA ENROUTE TGT DELTA.

4. ~~ALL LATEST POCOT W2 INDICATES POCOT W2 FOR 21 MAY AND POSSIBLE LAUNCH 00 MAY.~~

4. MSG RECEIPT REQUESTED.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

TOP SECRET

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

MAY 64 0843

CLASSIFIED MESSAGE

ORIG: VERNON R. MORRIS

UNIT: IDEA/OSA

EXT: [REDACTED]

DATE: 21 MAY 64

~~TOP SECRET~~

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO: KWCURFEW

FROM: DIRECTOR

CONF:

INFO: OPS 1-15
DNF

DEFERRED	PRIORITY	INITIALS
ROUTINE	<input checked="" type="checkbox"/> OPERATIONAL IMMEDIATE	INITIALS

OUT 08154

TO IMMEDIATE CURFEW INFO

CITE ADIC 7399

RECITAL-X FISH HAWK

REF: CURFEW 018

NEXT POSSIBLE MSN 22 MAY. STILL AWAITING APPROVAL
FROM HIGHER AUTHORITY.

END OF MESSAGE

[REDACTED]
VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No. 1

WHALE

ORIG: [REDACTED]
 UNIT: SAL/OSA
 EXT: [REDACTED]
 DATE: 11 SEPTEMBER 1963

1, SEP 63 CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KWCACTUS
 FROM: DIRECTOR
 CONF:
 INFO: O.A. 1-15

ROUTING			
1	SAL/OSA	9	
2	AD/OSA	10	
3	DAD/OSA	11	
4	SS/OSA	12	
5	RI/OSA	13	
6	FA/OSA	14	
7	DD/SYT	15	
8		16	

APPROPRIATE ORGANIZATION	DEFERRED	X	PRIORITY	INITIALS
	ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

OUT18260

TO: PRIORITY CACTUS INFO

CITE ADIC 3012

HBJAYWALK WHALE TALE TWO

REF: ADIC 2960 (OUT #19124)

1. GENERAL COVER

A. DURING THE CARRIER CONVERSION TRAINING PHASE AT MONTEREY NAF, IDEALIST PILOTS WILL OSTENSIBLY BE NAVAL RESERVE OFFICERS ON TEMPORARY ACTIVE DUTY. (ACTUAL DOCUMENTATIONS OF THE [REDACTED] PILOTS AS NAVAL RESERVE OFFICERS WILL BE ACCOMPLISHED ON ARRIVAL AT MONTEREY, HOWEVER, SUCH DOCUMENTATION WILL BE RETAINED IN THE CUSTODY OF THE CO, MONTEREY NAF, AND WILL BE UTILIZED ONLY IN THE EVENT OF AN INCIDENT REQUIRING IT. THIS WILL NOT BE REQUIRED FOR [REDACTED])

B. NO IDENTIFICATION PAPERS WILL BE CARRIED ON THE PERSON OF THE PILOTS WHILE ACTUALLY ENGAGED IN FLYING.

2. PROCEDURES A. IN THE EVENT OF AN INCIDENT (ACCIDENT, BAIL-OUT, ETC.) RESULTING IN PRESS INQUIRIES, ALL SUCH QUERIES WILL BE REFERRED TO THE COMMANDING OFFICER, MONTEREY NAF. THE LATTER WILL RESPOND TO QUERIES IN ACCORDANCE WITH FOLLOWING, BUT ONLY AFTER COORDINATION WITH ^{COORDINATING OFFICERS} [REDACTED]

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RELEASING OFFICER

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declassification

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CLASSIFIED MESSAGE

~~TOP SECRET~~

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TO:
FROM:
CONF:
INFO:

PRECEDENCE	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TWO

OUT 19268

TO

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CITE

B. IF THE INCIDENT INVOLVES A FATALITY THE CUSTOMARY MILITARY PROCEDURE OF DEFERRING IDENTIFICATION OF THE VICTIM PENDING NOTIFICATION OF NEXT OF KIN WILL BE ADHERED TO.

C. IF THE MISHAP INVOLVES [REDACTED] HE WILL BE DESCRIBED AS A NAVAL RESERVE OFFICER ON TEMPORARY DUTY AT MONTEREY NAF. HE WAS ENGAGED IN PROFICIENCY FLIGHT TRAINING AT THE TIME OF THE INCIDENT. IF NECESSARY, HE WILL BE IDENTIFIED AS A LOCKHEED AIRCRAFT CORPORATION EMPLOYEE IN CIVILIAN LIFE AND HIS TRUE HOME ADDRESS CAN BE GIVEN.

D. IF THE MISHAP INVOLVES [REDACTED] HE WILL BE DESCRIBED [REDACTED] HAD JUST RECENTLY ARRIVED AT MONTEREY TO ATTEND THE DEFENSE LANGUAGE SCHOOL AND WHO WAS ASSIGNED TO TO THE MONTEREY NAF TO MAINTAIN FLYING PROFICIENCY.

3. IF THE INCIDENT SHOULD OCCUR DURING THE PENSACOLA PHASE OF THE TRAINING, THE SAME GENERAL RULES WILL APPLY WITH THE COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

GROUP 1
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downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No.

CLASSIFIED MESSAGE

ORIG :
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~~TOP SECRET~~

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ADMINISTRATIVE	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE THREE

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TO

INFO

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FOLLOWING EXCEPTIONS:

A. ALL QUERIES WILL BE REFERRED TO THE COMMANDING OFFICER, PENSACOLA NAS, WHO WILL COORDINATE WITH HEADQUARTERS PRIOR TO ISSUING ANY STATEMENT.

B. IN THE CASE OF AN INCIDENT INVOLVING [REDACTED] HE WILL BE DESCRIBED AS A [REDACTED] TEST PILOT FROM THE RESEARCH AND DEVELOPMENT FACILITY AT [REDACTED] ON TEMPORARY DUTY WITH THE U. S. NAVY. HE WAS ENGAGED IN A ROUTINE TRAINING FLIGHT AT THE TIME OF THE INCIDENT.

4. IT IS EMPHASIZED TO ALL CONCERNED THAT NO STATEMENT WILL BE ISSUED BY ANYONE UNTIL SO DIRECTED BY HEADQUARTERS.

END OF MESSAGE

JACK C. LEDFORD
AD/OSA
RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

SAL/OSA
AUTHENTICATING OFFICER

~~SECRET~~

2 April 1964

MEMORANDUM FOR THE RECORD

SUBJECT: Whale Tale III Launching and Landing of U-2 from
USS Ranger during period 29 February, 3 March,
9 - 10 March 1964

1. Driver Involvement

a. During the above period Mr. Robert Schumacher, Lockheed test pilot, Messrs. Barnes, [redacted] Edens and Bedford, Detachment G drivers, successfully completed the required touch and go's and arrestments necessary to qualify them for U-2 operation from an aircraft carrier.

2. Sequence of Events

a. 28 February - The Edwards Detachment personnel, the Lockheed representatives, and the group from Headquarters arrived aboard the carrier USS Ranger at North Island.

b. 29 February - At 0830 on 29 February, the carrier proceeded approximately 20 miles out to sea to await the arrival of Mr. Schumacher ferrying the U-2 from Burbank. Mr. Schumacher made several successful touch and go approaches but on his first trap he approached with the nose set towards the deck and the aircraft hook engaged the arresting cable approximately 18 inches from the deck. This resulted in the nose of the U-2 coming in contact with the deck destroying the pito-u tube and damaging the fuselage. The aircraft was removed to the hangar deck via the elevator situated aft of the island, where the Lockheed mechanics proceeded to make the necessary repairs. Upon completion of the repairs, the aircraft was returned to Burbank by Mr. Schumacher. The Ranger returned to North Island.

c. 2 March - Once again Mr. Schumacher rendezvoused with the Ranger approximately 20 miles from San Diego shore line and after making several touch and go approaches successfully completed 4 trap landings.

d. Following Mr. Schumacher's performance, Mr. Robert Ericson from Detachment G took off in the U-2 and made several touch and go approaches. It was observed that Mr. Ericson was having difficulty in landing the aircraft on the carrier. It was

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also pointed out that a Norweign trawler was observed in close proximity to the carrier during this exercise which required Capt. Lemos, the Skipper of the Ranger, to remove the Ranger from the vicinity of the trawler. This procedure required approximately 15 minutes, during which time Mr. Ericson was consuming very precious fuel. After making another touch and go approach, it was decided to have Ericson return to North Island instead of attempting to land on the carrier. The writer immediately followed Mr. Ericson from the carrier by Navy aircraft and arrived at North Island in company with Messrs. Barnes, Schumacher, and 3 Lockheed maintenance types shortly after Ericson. Ericson arrived at North Island with five gallons of fuel remaining in the aircraft.

e. The writer took the necessary steps to insure the security of the aircraft at North Island after it had been determined that the weather both at Edwards and Burbank did not permit the aircraft to proceed to those locations. The writer in company with the above group remained at North Island overnight and left at 0615 the following morning for the carrier.

f. 3 March - Mr. Barnes left North Island with the U-2 and Mr. Ericson accompanied the writer and the Lockheed group by Navy aircraft to the Ranger. Shortly after the arrival of the writer aboard the Ranger, Mr. Barnes proceeded to make two touch and go approaches, the second of which resulted in his shearing part of the star board wing tip which destroyed his right airon resulting in his being ordered to return directly to North Base. Although experiencing some difficulty in navigating the aircraft enroute, Mr. Barnes did effect a satisfactory landing at North Base, without incident. The Ranger then returned to North Island and it was decided to continue the exercise on 9 and 10 March 1964.

g. 8 March - Once again the writer in company with Messrs. Cunningham and Cherbonneaux along with the Edwards Detachment personnel arrived aboard the USS Ranger.

h. 9 March - The Ranger proceeded to a point approximately 20 miles from the San Diego coast line to await the arrival of the first U-2 being flown by Mr. Barnes. The aircraft arrived in the pattern at approximately 1045 hours and Mr. Barnes made several touch and go approaches and completed two successful trap landings. Following this exercise

arrived with the second U-2, shot several touch and go landings and successfully completed four arrested landings. Once again Mr. Barnes took off to complete successfully his two remaining trap landings and prior to the

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completion of the afternoon's exercise, Mr. Edens also managed to accomplish several touch and go approaches and one successful trap landing. The group remained aboard the Ranger overnight approximately 20 miles off the San Diego coast.

i. 10 March - During the morning of 10 March, Mr. Edens completed his three remaining trap landings successfully and Mr. Bedford completed four touch and go approaches and three trap landings. Like Mr. Schumacher, Mr. Bedford on his third trap landing dove for the deck upon his approach and suffered minor damage to the nose of the aircraft. As a result of this damage, it was decided to terminate the qualifications at this point and return the aircraft to the hangar deck for repair by the Lockheed group. Meanwhile the other U-2 was refueled to full capacity, 1345 gallons and was successfully launched by Mr. Schumacher for return to North Base. It was noted that this launching was successfully completed within 550' of the carrier runway. After the second aircraft was repaired, Mr. Barnes returned to North Island and the Headquarters and Edwards Detachment personnel disembarked.

3. Security

a. In the opinion of the writer, the security support provided by the Marine detachment aboard the ship was excellent. Through Capt. Frederic Tolleson, Commanding Officer of the Marine detachment aboard the Ranger, we were able to insure more than adequate coverage over the Bird fuel trucks, and all related equipment. Capt. Tolleson was provided an access list reflecting the names of the individuals who would have need to work on the Bird or make use of any of the special equipment.

b. An air-conditioned area approximately 2500 sq. ft. situated adjacent to the number 4 elevator approximately 2 decks above the hanger deck will be available for the storage of the B configuration, the tracker camera, and other special equipment. There will be two entrances to this area, one adjacent to the elevator which is controlled from inside the special equipment area and the other a secure door which will be guarded by a Marine sentry, also on a 24 hour basis. This door, which is controlled by an electric buzzer, is opened from the inside by the Marine sentry, who in turn controls access to an inner door which enters into the special equipment area. Capt. Tolleson assured the writer that a man will be available to guard this space on a 24 hour basis.

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c. During the time the aircraft is on the flight deck Capt. Tolleson arranged to have several Marine guards in the vicinity of the Bird to insure that no curious sailors come within wing tips distance of the aircraft. Also during this time there will be a sufficient number of Marine guards patrolling the flight deck, the catwalks adjacent to the flight deck, and the island structure to insure that no photographs are taken of the U-2. When the aircraft is on the hangar deck, where it will be situated when not being prepared for actual operations, it will be confined in a roped off area along with the fuel trucks containing approximately 5,000 gallons of fuel each, access to which area will again be controlled by the Marine personnel.

d. The B camera will be removed from the aircraft on the hangar deck and moved by the number 4 elevator to the special equipment area described above, where it will be stored when not in use.

e. During the Whale Tale III exercise, the Executive Officer, when the Ranger was clear of the harbor, made an announcement via the public address system concerning the presence of the U-2 and citing the cover story involving Lockheed and the Office of Naval Research. The Executive Officer, during the briefing of the ship's crew, emphasized the sensitivity of the operation and strongly prohibited the crew from discussing the presence of the U-2 with anyone.

4. Problems

a. In view of the continuous noise aboard these carriers, it will be necessary to secure a suitable area where the operational pilot can rest prior to mission time. This will have to be a sound proof compartment. A proposal has been made to utilize the Admirals Sea Cabin for this purpose.

b. In view of the anticipated damage to the aircraft incurred during this operation, it will be necessary to insure an ample supply of spare parts aboard the carrier. This will be handled by Materiel.

c. In view of the probability of aircraft damage, it will be necessary to utilize two aircraft in this operation. It is pointed out that there are two aircraft configured for this use.

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d. During the handling of the Bird on the flight deck, it will be necessary to slow down the carrier or change its direction to decrease the wind velocity blowing across the flight deck. It is recommended that a maximum wind velocity of 15 knots be tolerated for this procedure.

5. Operational Concept

a. The operational concept as outlined in the accompanying status report remains pretty much the same with the following exceptions:

(1) The operational aircraft will be landed aboard shortly after the carrier leaves the California coast. In this way the drivers will be able to improve their efficiency during the time the carrier is proceeding to the target area, estimated to be approximately eight days. Admittedly this increases the risk of the aircraft being spotted during the trip to the area of interest but it is felt that the operational readiness that could be developed upon by this procedure would justify this risk.

6. Miscellaneous Points

a. Personnel - As now planned it is estimated that there will be approximately 30 people participating in the operation from Detachment G. It is recommended that a maximum of three Security types from the Detachment be employed. Mr. Cunningham has recommended that a representative from Headquarters Security and Operations, accompany the group on the initial deployment. The writer is not convinced at this time of the need for his presence.

b. It should be kept in mind that Detachment Security personnel will be responsible for accompanying the take from the aircraft carrier, in all probability via Navy A3D to Honolulu, where it will be then turned over to a Security courier for onward movement to E-K. At the present time Operations is talking in terms of six missions. If these were to take place back to back it would impose a hardship on the Detachment Security personnel. This matter will have to be further resolved, depending on the number of missions approved.

c. Advanced Notification - It has been determined that the Navy will require at least 10 days notification to make a carrier available for an IDEALIST operation.


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d. Aircraft Readiness - It has been decided that the U-2s while on board ship will have to be flown at least every five days to insure their operational readiness.

e. Camera - As of this writing, it is planned to use the 112B camera for this exercise.

f. Communication - During the Whale Tale III exercise, it was determined that a minimum of two hours was required for the transmission of messages. Communications Division has assured the Operations personnel that this time will be reduced to everybodys satisfaction.


Security Officer
OSA



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BYE 2953-63

Copy 7 of 12

22 July 1963

MEMORANDUM FOR : Deputy for Field Activities, Office of Special Activities

SUBJECT : Carrier Training Exercise with USS KITTY HAWK
(Unclassified Code Name WHALE TALE)

1. Following my visit of 17 and 18 July to Lockheed and to NAS, North Island, San Diego with reference to the projected carrier launch operation of a U-2, I can report the following information which should be of assistance to you in planning for implementing this activity.

A. Although we had hoped to be able to run the launch operation on 1 and 2 August, because of commitments for in-port repairs to the KITTY HAWK, we were told on arriving at North Island that invitations had already gone out to L. 500 ship's crew members for a dependents' cruise from San Diego on the morning of 3 August. This made it mandatory that we change our dates to 4 and 5 August with the actual launch to take place on the morning of the fifth.

B. Captain Martin D. Carmody and the undersigned met with Vice Admiral Paul D. Stroup, USN, COMNAVAIRPAC, the morning of 18 July and briefed him on the operation. Admiral Stroup has cognizance over the First Fleet under whom the KITTY HAWK comes. Admiral Stroup was very cooperative and said that he would arrange to brief and instruct Vice Admiral Taylor Keith, Commander First Fleet, when the latter returned from Pearl Harbor 20 July to insure that the minor change in carrier scheduling required to permit the WHALE TALE Operation would be accomplished. FYI Admiral Stroup had an IDEALIST clearance during his recent tour in the Office of the Chief of Naval Operations and was quite familiar with the parameters of the U-2. Admiral Stroup designated as the central

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BYE 2953-43

Page 2

point of contact on his staff for WHALE TALE Captain George C. Duncan, USN, Chief of Staff to COMNAVAIRPAC.

C. In company with Captain Duncan, following the briefing of Admiral Stencup, Captain Carmody, the undersigned, and Lt. Colonels Mariens and Kuttler visited the KITTY HAWK with Messrs. Cavezough, Cavetta, and Schumacher whom Kelly Johnson proposes will fly the trial in Article 152. The KITTY HAWK was tied up at the pier at North Island, and Captain Carmody and the undersigned met in the skipper's cabin to brief in Captain Duncan's presence Captain Horace H. Epps, USN. Captain Epps was most cooperative and attentive throughout the briefing and assured us of his whole-hearted support for the operation. Some of the salient points covered with Captain Epps were:

(1) He would like to put his Communications Officer, a Lt. Commander Anderson or Henderson, I believe, in touch with Mr. [] so that together they might work out communications procedures and call signs to be used on the day of the launch. Captain Epps suggested that Mr. [] plan to visit the KITTY HAWK this week for this purpose. It will be getting underway on 24 July from San Diego for certain airborne operations. The Captain suggested that Mr. [] report to the KITTY HAWK the evening of 21 July and go aboard, remaining there to observe carrier communications procedures on the 24th when air operations will be conducted. The Captain said that he would arrange to have Mr. [] flown back to land from the carrier after his discussions were completed.

(2) Captain Epps said there will be a minimum crew aboard the KITTY HAWK for the trial run on 5 August, consisting largely of the basic ship's crew plus a modest number in the Air Department. He felt that this would be sufficient to support our operations and still give us enough room to have a workable operating party and observe on board when the carrier moves out on the morning of 5 August. It is the Captain's proposal that they move into the Channel at 0730

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NYE 2951-42

Page 3

hours FBST and steam westward out of sight of land, presumably something like 50 to 60 miles for the launch. He was of the view that the entire operation could be completed and the carrier back at the pier in North Island by 1400 hours, having some mechanical problem with the aircraft.

(3) Captain Epos plans to brief only very senior members of his staff on the purpose of the launch, and to the balance of the crew he will simply indicate that what is going on is to be considered as not only classified information, but restricted from passage to others, since it is an OMA project of concern to the Navy. Photography by ship's crew will be prohibited during the time the U-2 is on board the KITTY HAWK. At the same time the Captain has offered full support from his photographic detachment of all steps in the loading, fueling, launch, and aircraft movement operation both in still photography and 16mm color as requested. In addition, he will make available to us television pictures of the pre-launch operations on the elevator and flight decks, as well as the launching and simulated landing approaches planned for the operation. These television pictures are taken from a point of vantage just beneath the primary fly bridge on the aft end of the island, and Video tapes of the entire operation will be given to us for retention. The television vantage point overlooks the Number 3 starboard elevator aft which will be employed in the operation.

(4) Although Captain Epos offered to furnish us his own MD-2 starter carts (an improved version of the MA-2 cart), Mr. Cavanaugh agreed with the Captain that LAC would furnish their air transportable starter cart for the operation. In addition, Lockheed will also provide an LAC fuel truck capacity unknown but over 1,500 gallons, which will be driven from Burbank to North Island to be in position there on Saturday, 2 August. This will contain the fuel needed for the launch operation.

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Page 4

(5) Navy will look to us to establish whatever coordination we feel is necessary with the Los Angeles Center of FAA as it bears upon the general requirement to file as FAA flight plan for any flight originating on a carrier and terminating at a RI installation. This coordination with FAA should also include suppression of positive control radar, if you feel this is required. Navy will also look to us to coordinate this operation with NORAD as it bears upon flights within the ADIZ in which the carrier will be operating. At present the tentative launch time, everything being equal, would be between 1030 and 1100 hours on the morning of 5 August.

5. Kelly Johnson told me that he expected his party requiring accommodations on board the E177R NAVAIR for the night of 4 August would number 10 or 12 to include Maxwell, Mr. Cavanaugh, Mr. Cavette, Mr. Behanther, and presumably a full LAC crew. Whether this crew comes from Burbank or Edwards should be left to you to work out with Cavanaugh. As discussed with Captain Duncan, the plan we laid on would call for the arrival of the U-2 from Burbank at a time just prior to official sunset when light was adequate to permit an easy landing at North Island. However, there are approximately 7,500 feet in length, and the prevailing wind is out of the direction of 270 degrees. However, since the entire airfield at North Island is adequate for landing (it's an old Navy landing field), the prevailing winds should be no problem. It is then proposed that 352 be taxed beyond base operations to the access runway leading to the aircraft carrier docking area. The access runway is more than adequate in width in maneuvering under tow. The Navy will furnish an aircraft tug, and loathbed will make available a U-2 tow bar. Distance from the access runway to probably on the order of half a mile. The aircraft would be towed right up to the position abreast of the Number 3 elevator starboard aft, at which point Captain Duncan says the base will be prepared to defuel the aircraft as required by LAC before hoisting. The loathbed crew will then move the aircraft on to the hoisting crut, and the gunny crane at deckside will hoist it aboard the flight deck. Prior to moving the aircraft on the flight deck, the same crane will have

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BYE 3953-43

Page 5

lifted the fuel truck and the LOWBOY dolly cart to the flight deck aft of the island. The angle of the gantry crane on the flight deck, together with the size of the lifting hook, was checked out personally by Mr. Cavanaugh on the 18th and was said to be adequate.

E. Once aboard the flight deck, the LAC crew would move the aircraft to the LOWBOY dolly and tow it aboard the elevator which would then move it to the hangar deck area where it would be stowed until the carrier was at sea the morning of 3 August. Since the flight profile is a normal one, there is no requirement for pre-breathing of the pilot, and the ship's aircraft oxygen system will be adequate.

F. The Navy has guessed that the entire operation of loading the aircraft from the deck side to the flight deck and thence to the hangar deck will probably take up to two hours. You may wish to discuss with Cavanaugh the question of how many, if any, spare parts should be taken aboard the carrier in case there is a minor pre-flight checkout failure of some small but necessary item.

2. I am afraid I have gone into a great deal of detail here, but since I will be away when much of this is going on, I wanted to have everything which might bear upon this whole operation. As to the number of people going out with the ship on 4 August, I think that we should control that from Headquarters so that we in turn can advise Captain Carmody of identities and numbers in order to permit adequate billeting and feeding arrangement on board ship. Carmody will send appropriate TWX's to COMNAVAIRFAC, Attention Captain George Dueran, CDS, under the unclassified code name WHALE TALE. Suggest you may wish to have [] keep on top of this aspect of it. You should also know that Admiral Stoop plans to witness the launching by going on board the carrier the morning of 3 August. I believe Kelly plans to send the hoisting cart and the LOWBOY overland to San Diego to meet up with the fuel truck there. There is a restriction on taking the loaded fuel truck on the Coronado Ferry, which means that the fuel truck will have to go overland on a somewhat longer route. I am not sure if the ferry will accommodate the LOWBOY and fuelage cart, which I assume will be on a flatbed. Suggest you check this with Carmody as well.

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BYE 2982-43

Page 5

3. One final point deals with the question of cover. Captain Egan will require from us a general cover plan which Captain Carmody will send him by TTX after we write it. As arrangements have been discussed with Navy, it is everyone's feeling that the only acceptable plan is to attribute this effort to the Office of Naval Research. As I noted in earlier memoranda, Vice Admiral Rayburn, Director of R&D for Navy, and his Deputy Admiral Weekley have both concurred in this. Captain Carmody plans to touch base with Rear Admiral Coates, the head of ONR, next week to lay on specifics. In general the story in my view should turn around the pivot of a classified ONR project dealing with the adaptability and suitability of U-2 take-offs from various types of carriers of which the KITTY HAWK (CVA-63) is only one. I think we should go very easy on admitting at this stage the existence of any classified inner cover story, such as air sampling. It has been proposed that in addition to the tail number now worn by Article 352, namely NS15X, there should be printed on the vertical stabilizer in white letters at least eight inches high the words "Office of Naval Research". It has also been suggested that the same legend be stenciled on both sides of the fuselage under the canopy of the aircraft in smaller letters, and that if available, ONR decals similar to the old NASA decals be applied at the same general location. It would be in effect said that ONR had a contractual arrangement with Lockheed to support this launch project as Phase I of a larger program, leading to the study by the U-2 of upper air meteorology over Atlantic and Pacific waters as these phenomena relate to carrier operations. I have supposed all along that we will take pains to see that Article 352 is wearing a plain hatch during the flight from the carrier, as well as from Burbank to North Island. One detail I omitted, and that was that during the test operation from the airfield to the deckside, Captain Duncan has agreed to furnish special short patrol and/or Marine guard support to block off all access roads to prevent close observation of the loading activity. Captain Carmody also suggested that it would be a good idea for him to touch base with Admiral John E. McCain, Chief of Naval Information (PIO type) to backstop this cover in event there should be any observation of the U-2 in the San Diego area which prompted inquiries of the Navy. I understand informally, however, that on at least one other occasion in the past a U-2, presumably one of the ASSC birds at Edwards, landed at North Island without causing any problems.

4. In view of our discussions with you about weight penalties, I have advised that we would await the completion of WHALE TAIL and

BYE 2953-63

Page 7

evaluate the pilot report before committing ourselves to the A83 and beacon configuration for even a single aircraft. To this he seemed agreeable. As a last point, believe you may wish to invite Colonel Geary to attend this launch operation. I hope to be there myself!

JAMES A. CUMMINGS, JR.
Deputy Assistant Director
(Special Activities)

JUL 15 1963

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Copy 12 of 16

23 July 1963

MEMORANDUM FOR : Deputy Director of Central Intelligence
THROUGH : Acting Deputy Director (Research) 101 ☐
SUBJECT : Proposed Operation of U-2 Aircraft from Aircraft Carrier

This Staff Study contains recommendations for the approval of the Deputy Director of Central Intelligence; these recommendations are contained in Paragraph V.

I. PROBLEM:

To determine the feasibility, cost, and level of effort required to furnish an operating capability for U-2 aircraft from aircraft carriers.

II. FACTS BEARING ON THE PROBLEM:

A. Advantages of Carrier Operations:

1. Carrier operations would permit a wide choice of operating locations for the launch of IDEALIST U-2 overflights. In theory at least, the oceans of the world (minus the territorial waters of hostile countries) are available as launch and/or retrieval areas. This flexibility and mobility can deny unfriendly radar nets the advantage of monitoring activities and known or probable IDEALIST U-2 bases.
2. IDEALIST operations conducted from aircraft carriers would be entirely under the control of the United States Government. This would eliminate the involvement of second or even third countries in IDEALIST operations, simplifying the political clearance problem immeasurably and theoretically cutting down the time lost in deployment in those cases where deployment cannot take place until political negotiations for land bases have been consummated.

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BYE 2952-63

Page 2

3. Although not designed for carrier operations, preliminary engineering analyses indicate that at relatively small cost and within a reasonable time span, a minimum of two U-2 aircraft can be structurally modified to permit the proposed carrier operations. Examination of available United States aircraft carrier facilities by principal members of OSA and senior contractor personnel within the past sixty days discloses no area of disabling deficiency in terms of logistics, communications, or operational support.
4. Within the general statement above, it is a fact, however, that of the presently in-commission United States Navy carriers, consideration of U-2 operations should be in all probability limited to certain of the attack carriers (Navy designation "CVA"). The most feasible CVA's for U-2 operations are the SARATOGA, RANGER, and INDEPENDENCE, all of which offer an ideally situated and physically segregated operating facility known as the Airborne Systems Support Center (ASSC). The balance of the seven CVA's favored for this operation would ultimately be modified to include the ASSC, but probably not until calendar 1964 and thereafter as funds are available.
5. In addition to the flexibility alluded to above, it should be noted that based on present evidence, those carriers with the ASSC facility offer the additional advantage of adequate space for the complete processing and initial flash readout of both "B" camera and tracker film. Original negatives can be produced and PI'd on board with only a small modification to existing Navy processing facilities on ship. Present Navy carrier processing capability in equipment and trained manpower is inadequate, having been designed for other reconnaissance systems with different technical parameters. Present estimates are that the on-board processing capability would cost in the neighborhood of from \$30,000 to \$80,000 in capital equipment, depending upon numbers of copies to be produced and titled. This equipment could be moved on and off the carrier when not required. Supplemental technical representatives (a total of twelve in all) to furnish a full processing capability on board would be furnished by Eastman Kodak as a team at approximately \$35,000 to \$38,000 per month based on three missions per month for that period when their services aboard ship were required. Adoption of an on-board processing and PI capability would eliminate one of the potential

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BYE 2952-63

Page 3

disadvantages of carrier operations, namely the time lost in transportation of mission take from the carrier to an adequately equipped processing facility on shore, as well as the hazard of losing the original negative before it has been duplicated.

6. In addition to offering advantages tactically in the launch phase of operations, a carrier-based U-2 can return to its launch point under carefully controlled approach conditions from as far as 300 miles away from the ship. In addition, the ship itself can maneuver to receive the aircraft under conditions of optimum weather, wind, and visibility, a feature not enjoyed by a fixed land base.

B. Disadvantages of Carrier Operations:

1. The principal disadvantage of carrier operations would be the exposure of the U-2 capability to as large a group of uncleared individuals as would be present on a CVA attack carrier with its air group aboard. Such a carrier would have in the neighborhood of 4,200 people, not including the U-2 Detachment, and even though Navy carriers can today operate without supporting task forces, it would be impossible to conceal the existence of the U-2 on board ship and to deny from the crew the knowledge of when flights took place. Certain steps can be taken to minimize the exposure of the aircraft and to prevent unauthorized speculation as to its mission, but no such system offers airtight security.
2. Although the range and altitude performance of a carrier-modified U-2 will not be known accurately until after a vehicle so configured is test-flown, the process of "beefing up" the aircraft's structure and installing adequate arresting gear and modifying the landing gear will add a certain weight penalty. The aircraft designer is currently forecasting a net penalty in the neighborhood of 300 pounds for the carrier modification. It may be that this penalty will eventually be larger than that conservative figure, which itself is less than half of what might be referred to as a "normal weight penalty" associated with this modification. Although it is theoretically possible to land a U-2 on a carrier deck with the ship underway without carrier arresting gear, such an operation would be decidedly marginal from a safety point of view, and is consequently not recommended.

BYE 2952-63

Page 4

3. Modifying even so small a number of U-2's as the pair now under consideration will require carrier conversion training for all IDEALIST Detachment pilots. In addition, T/O provision will have to be made for a Navy Landing Signals Officer to not only qualify in the aircraft himself, but to be present on the carrier at all times when U-2 flight operations are taking place. Once carrier qualification has been established for IDEALIST pilots, repeated requalification will be required as long as the carrier capability is kept alive.
4. Resupply for a carrier-based IDEALIST Detachment cannot be accomplished as readily as it can for a land-based unit, despite the Navy's excellent under way replenishment system. A ship-based detachment will require enlarged kits of special items, such as spare parts, electronic and camera equipment, etc. Fuel must be loaded aboard and segregated from other fuel, possibly well in advance of anticipated use. In view of the periodic repositioning of carriers in the Fleet, it may be advisable and necessary to preposition fuel on several such ships, thus adding somewhat to the complexity of the operation.
5. Even as modified for carrier operations, the U-2 will not in any sense be a fully-qualified carrier aircraft. Its handling, launching, and retrieval will always have to be considered as a special operation, requiring the exercise of considerable technical skill both from ground support personnel and pilots. As an example of the aerodynamic limitations of the U-2 in the converted configuration, it should be noted that in designing a true carrier aircraft, Lockheed made the T2V trainer, capable of withstanding arresting landings where deceleration is as high as from 17 to 20 feet per second. These were the specifications called for by the United States Navy. In its modified configuration, the U-2 will probably not be stressed for deceleration greater than 10 feet per second, which is approximately twice its present stress and still only about 60 percent as much as a true carrier aircraft. The designer holds, however, that this disparity is not critical when the aircraft is operated at the prescribed approach speed of roughly 85 knots and when the carrier is moving at its maximum recovery speed of roughly 33 knots. The

BYE 2952-63

Page 5

relative speed reduces the arresting impact to the redesigned maximum tolerances. It would impose an unacceptable weight penalty on the U-2 to make it capable of being arrested at the 85 knot figure. The pitch rate of the aircraft after hook engagement, perhaps the most critical aspect of carrier landings with the U-2, is said to be well within acceptable safety limits according to present computer calculations made by Lockheed. The only on-deck modification to the carrier itself would be the substitution of smaller diameter arresting cables to reduce stress forces on the U-2 in landing or takeoff as cables are overrun. Standard cabling is on the order of 1 1/2 inches in diameter. A 1/2 inch cable is proposed for use during U-2 operations.

III. DISCUSSION:

- A. Since 1 May 1960 and following the torrent of world-wide publicity associated with the U-2 incident, the problem of obtaining even temporary staging rights in friendly foreign countries has been growing progressively more complicated. Because of the notoriety associated with the aircraft, its appearance in a foreign country, if detected, is quite apt to produce political problems for the host country. This is apt to be true even in those instances where the host country is not subject to immediate pressure by the Soviet Union and is sometimes a function of internal domestic politics within the host government. Recent experiences

tend to confirm that while all such foreign governments recognize the usefulness of the U-2 as an intelligence acquisition vehicle and all are eager for the protection such knowledge affords, none is readily willing to undergo the varied political pressures inherent in granting staging rights to this aircraft. It is highly unlikely that this situation will be changed as time goes on, and under certain conditions it may well worsen.

- B. Given the state of affairs alluded to above, resorting to carrier operations is a hopeful prospect not only for coverage of those targets not easily reached from friendly foreign soil, but for any critical operations where valuable time cannot be expended in protracted political negotiations. The basic question then is whether or not this aircraft can be economically adapted to work from carriers with an acceptable margin

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BYE 2952-63

Page 6

of safety in flight operations, and, once so adapted, can it operate with frequency varying from occasional to repeated in this manner without affecting the Navy's disposition of forces under existing Navy Single Integrated Operational Plan (SIOP) commitments. As indicated earlier, present engineering analyses confirm that the aircraft can be so operated theoretically as to produce a viable carrier capability for reconnaissance purposes. Aside from the unknown range and altitude characteristics of the converted aircraft (which will depend upon arresting gear weight for the most part), the only apparent aerodynamic question is associated with the behavior of the aircraft in the landing configuration when it is approaching a fast moving carrier from the stern. One suggestion which has been made is that the standard angle of attack for such an approach with Navy aircraft which is three or four degrees to the horizontal be reduced to approximately 1 1/2 to 2 degrees in the case of the U-2 to permit a flatter angle of approach with power on so that "ballooning" of the aircraft prior to contact with the deck will be minimized. In a normal landing attitude, the U-2 rides tail high, which unless it is compensated for by a skillful power-on approach just above the stall speed may make the engagement of a carrier hook relatively difficult. There is a possibility that a problem may exist in wind pattern over the stern of a fast moving carrier, which according to Navy statistics, normally produces a down-draft immediately to the rear of the stern, followed by an up-draft from 1,000 to 1,500 feet aft of the carrier. With its sizeable wing area and with flaps fully extended, there may be some adjustments in technique which will have to be accomplished in order to overcome the possible adverse effects of these phenomena. Stack wash from the carrier's funnels can largely be eliminated as a deterrent characteristic, since carriers on which the U-2 would be landed make their arrested landings on the angled deck, approximately nine degrees from the central axis of the hull away from the island, and the captains of both the USS LEXINGTON and USS INDEPENDENCE stated categorically that they "could put the stack wash wherever the pilot wanted it". This, of course, means that they could adjust the carrier's steaming angle to take maximum advantage of existing wind conditions to deflect stack wash. The only time this might be a modest problem would be when the aircraft is landed in a no wind condition, at which time it must rely solely on the carrier's forward momentum for relative wind.

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BYE 2952-63

Page 7

- C. Movement of the aircraft from the hangar deck to the flight deck and conversely can be accomplished, despite the fact that no carrier in the United States Navy has elevators large enough to accommodate the U-2 without a portion of the wing extending beyond the outboard edge of the elevator. The largest elevator in the Fleet measures only 70 by 52 feet, while those on the carriers in the group most likely to be employed in U-2 operations (CVA's 59 through 62), measure 63 by 52 feet. Lockheed has designed a special fuselage cart called a "LOWBOY", which permits side casting operations essential to movement from the hangar deck floor to the elevator and from the flight deck to the elevator, etc. This will be equipped with adjustable brakes to prevent any incident should the aircraft be on the elevator during period of rough weather. In addition, Lockheed has manufactured a special sling using a fuselage cart as the basic ingredient, which will permit on and off-loading of the aircraft from the carrier when it is necessary to remove it or replace it aboard other than under its own power. The hangar deck offers adequate space for a compartmentalized working and refueling area. Minor adjustments in the aircraft component of an operational carrier must be made to provide adequate storage space on the hangar deck, but Navy assures us that this is an administrative problem which can be encompassed by proper direction from higher authorities, beginning with the Chief of Naval Support and the CNO, augmented by the Joint Chiefs of Staff in those cases where such temporary depletion of the Air Carrier Group would affect the Navy's SIOP capabilities.
- D. On the subject of cover, a clear and plausible cover story, stoutly maintained by responsible persons concerned and supported by the IDEALIST Detachment aboard the carrier, can probably preserve the fiction of innocuous use of the U-2 for considerable time. This story will require precise and unequivocal attention to every detail. The IDEALIST Detachment and the carrier commander must be given detailed guidance, not only on the objective of the story, but also the necessary supporting actions. The basic requirement is to have a plausible reason for the presence of the U-2 aboard a carrier. Present discussions with the Navy, including Vice Admiral Rayburn, Director of Research and Development for the Navy, and his Deputy, Admiral Weakley, indicate that sponsorship for the U-2 aircraft on the carrier in the long run can be anticipated from the Office of Naval Research headed by Admiral Coates. The discussions thus far have not only indicated that ONR would be willing to have the U-2's attributed to its organization, but that a

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BYE 2952-63

Page 8

workable cover arrangement not unlike that which the Agency worked out in 1955 with NACA (ultimately NASA) could be effectuated. This would be based upon meteorological collection of certain weather phenomena of interest to ONR and presumably bearing upon the Navy's mission. Details of this arrangement remain to be worked out, but under its format the entire IDEALIST Detachment on board a carrier would probably be accredited to ONR, the aircraft would be so marked visibly, and some appropriate coverall or wearable insignia would be worn by all Detachment members while on board ship reflecting the ONR affiliation. Thus the U-2 would revert to its original cover of a weather reconnaissance vehicle, possibly with a classified cover of atomic sampling.

- E. On the subject of modified costs and equipment proposed for the U-2 in the carrier configuration, present estimates are that the complete carrier modification on two aircraft can be furnished by Lockheed at a cost not to exceed \$250,000. This figure represents the savings implicit in accomplishing the modification at the time these aircraft are also converted from J-57 to J-75 models, a course of action now underway. According to present plans, the first carrier-configured U-2 should be rolled out of the Lockheed plant at Burbank late in November 1963. It is expected that the second aircraft would follow approximately nine weeks thereafter. A program of flight test and shake-down will follow roll-out and is expected to take up to sixty days. Thus it is probably realistic to assume the existence of a single aircraft carrier capability no earlier than 1 February 1964, with the full two-plane capability by 1 April 1964 barring unforeseen difficulties. At present it is our feeling that maximum flexibility in terms of the operating envelope will result from equipping one of the two aircraft with ARS and beacon, while leaving the other essentially out of this capability. Final configuration will not be fixed upon until the results of the 5 August carrier launch trial are known. The net difference in weight between these aircraft then would be approximately 325 pounds, and the stalling speed of the ARS equipped aircraft would be approximately 2 to 3 knots higher than without ARS. The inclusion of ARS in one aircraft provides a capability to operate under the worst situation anticipated in carrier operations, namely launch from a carrier at sea followed by refueling in order to reach an appropriate land base in friendly territory. No

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BYE 2952-63

Page 9

weight penalty in terms of additional airframe strengthening is required for the ARS configured aircraft. Both carrier aircraft will be equipped with single side band radios which are compatible with carrier SSB installation, thus permitting not only mission recall, but emergency communications from the ship to the aircraft in the event of hostile action or mechanical malfunction. Such equipment is standardized within the IDEALIST U-2 fleet.

- F. Adequate and secure communications exist on these CVA's which would initially be considered for U-2 carrier operations. These include those carriers equipped with the so-called Integrated Intelligence Operations Center (IIOC), which at the moment lists the INDEPENDENCE, the SARATOGA, and the RANGER. These carriers also offer the advantage of a physically segregated operations, processing, and communications center in space known as the Airborne Systems Support Center (ASSC), originally installed for use by the A5C (Navy VIGILANTE reconnaissance aircraft) not expected aboard carriers of this type until mid-1964. The scope of U-2 carrier operations can later be expanded to include the FORRESTAL, ENTERPRISE, and KITTY HAWK, and possibly later the USS CONSTELLATION and USS AMERICA. In a pinch the three CVA's of the "Midway Class", namely the ROOSEVELT, CORAL SEA, and MIDWAY, can possibly be used. Present Navy levels of effort call for only five carriers on station projected through 1964, including two in the Mediterranean and three in WESTPAC. The balance of the available carriers are either "cruising" or in shipyards. Communications on board those ships with IIOC include the KW-22, KW-26, and KW-37 equipments, compatible with IDEALIST communications. In addition to the 300 nautical-mile maximum Carrier Controlled Approach capability on the CVA's (equivalent to long range GCA), each carrier operates a low-frequency homer beacon and other navigation aids of value to the IDEALIST program.
- G. Carrier operation is a new and unique experience for IDEALIST Detachments, and it will require some familiarization training. Both pilots and ground handling personnel will have to meld into the life of the carrier so that IDEALIST missions can be launched expeditiously. On the other hand, IDEALIST staging detachments being small and all persons involved providing mutual support, the carrier detachment should operate as a unit. A United States Navy officer thoroughly familiar with carrier

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BYE 2952-63

Page 10

operation can provide guidance for planning at Headquarters and also provide briefing and advice for IDEALIST Detachments prior to moving aboard a carrier.

- H. The ultimate use of aircraft carriers for the U-2 depends on the availability of carriers in or near the desired area of launch. To direct a large carrier to support a U-2 sortie or series of sorties requires approval by the highest levels of the Department of Defense. A clear plan for execution which requires carrier support for the shortest possible time span will go far toward getting a carrier when it is requested.
- I. Contact was established with the Office of the Commander, Naval Air Training Command, NAS, Pensacola in June for the purpose of discussing carrier conversion training for IDEALIST pilots. The Chief of Staff, NATC, stated that such a group could be accommodated with little inconvenience and furnished a syllabus which would include ground school in the training aircraft, plotting board navigation classes, checkout in the T2A jet trainer, and approximately twenty arrested carrier landings on the USS LEXINGTON (CVS) utilized for this purpose by NATC. The total flight time involved would be approximately thirty flying hours, and the duration of the training at Pensacola would be four or five weeks, depending upon weather. Reimbursability for this training was not discussed. An alternate training location of NAS, Monterrey (California) is also under investigation for this purpose by Navy.

IV. CONCLUSIONS:

- A. The employment of U-2's aboard United States Navy aircraft carriers of the CVA attack carrier type is both possible and productive. There appear to be no technical or engineering obstacles to their projected use in this manner.
- B. United States Navy assistance in establishing operational procedures, as well as pilot training, is advisable.
- C. Two U-2 aircraft can economically be modified for carrier operations within an acceptable time span.


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Page 11

- D. The frequency of carrier-launched U-2 flights will depend upon the priority of targeting requirements.

V. RECOMMENDATIONS:

- A. That concurrence of the D/NRO in this program be obtained.
- B. That Lockheed Aircraft Corporation be authorized to modify two U-2 aircraft now in J-75 conversion for carrier operations without delay. Final configuration of the carrier version should be fixed only after results of the August launch trials are known.
- C. That Navy assistance be sought in training all IDEALIST U-2 pilots in carrier operations.
- D. That Navy authorities be consulted to determine methods of operation and procedures for minimizing inconvenience to normal Navy carrier routines.
- E. That the United States Navy be asked to detail a Landing Signals Officer (carrier-qualified pilot) for coordination checkout in the U-2 and assignment to the IDEALIST Detachment.
- F. That a set of communications procedures for projected carrier operations be expeditiously accomplished with Navy assistance.
- G. That the development of a carrier-based processing facility be approved in principle. This capability would provide a minimum of one original and a duplicate negative to be provided on board ship.
- H. That a suitable cover story for long range carrier-based U-2 operations be promptly drawn up with Navy assistance and coordinated with the so-called Ad Hoc Cover Committee.


JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

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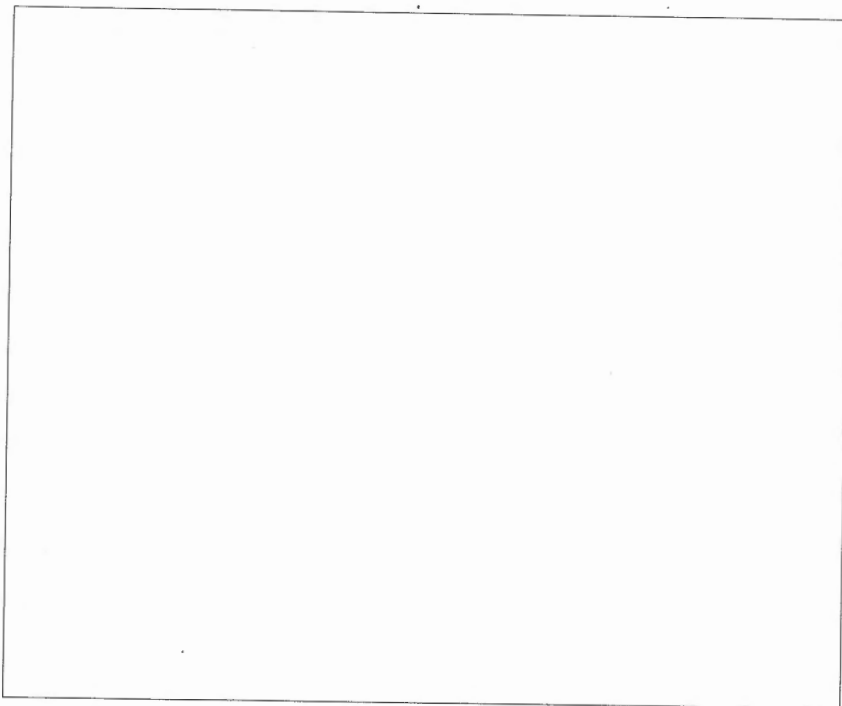
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Page 12

Recommendations in Paragraph V APPROVED:

~~SIGNED~~

Marshall S. Carter
Lieutenant General, USA
Deputy Director

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OPERATIONS WHALE TAIL SCHEDULE

16 AUG	348 arrives
18 AUG	Set-up mirror-check for malfunction.
19 AUG	MLP commences with 348. Pilots will be RAND, HALL, ERICSON.
	0900-1000 HALL
	1045-1145 ERICSON
	1230-1330 RAND
	1415-1515 HALL
20 AUG	0900-1000 ERICSON
	1045-1145 RAND
	1230-1330 HALL
	1415-1515 ERICSON
23 AUG	0900-1000 RAND
	1045-1145 HALL
	1230-1330 ERICSON
	1415-1515 RAND
24 AUG	0900-1000 ERICSON
	1045-1145 HALL
	1230-1330 RAND
	1415-1515 (BACK-UP)
	(1) Carrier briefing to Pilots
25 AUG	0900-1000 (BACK-UP)
	1045-1145 "
	1230-1330 "
	1415-1515 "

30 AUG

Personnel depart Edwards for North Island and report to Detachment Commander at ship's location at 1600.

31 AUG

- (1) 348 Ferry to Kitty Hawk. Pilot-RAND.
- (2) T.O to overhead..., 1+00. Pilot Dumps on signal.
- (3) Pilot executes one low approach to wave-off and three touch and go's.....0+25.
- (4) After completion of touch and go's, first arrest....0+10.
- (5) Shutdown and turn-around.....0+30.
- (6) Take-off, balance and second arrest.....0+15.
- (7) Shutdown and turn-around.....0+30.
- (8) Take-Off, balance and third arrest....0+15.
- (9) Shutdown and turn-around.....0+30.
- (10) Take-off, balance and fourth arrest.....0+15.
1st pilot is completed. Time required from low low approach to final arrest.....2+50.
- (11) Second pilot take-off, balance, execute one low approach to wave-off, and three touch and go's prior to first arrest. Time cycle and number of arrests the same as first pilot.

1 SEPT

- (1) Third Pilot repeat.
- (2) 348 ferry to Edwards at completion of Carqual.

2 Sept

- (1) Personnel and equipment return to Edwards.

OPERATIONS PERSONNEL LIST

- | | |
|--------------------|-------------|
| 1. LT COL VAN CURA | 5. MR. HALL |
| 2. LCDR HUBER | 6. MR. RAND |
| 3. LT KAUP | |
| 4. MR. ERICSON | |

D/M WHALE TALE SCHEDULE -

2 - 16 August:

All sections assemble and operationally check out equipment required for deployment including:

- (1) Enroute Supply Kit # 4.
- (2) Maintenance Support Trailer (Rolling Bench Stock).
- (3) Refueling Equipment.
- (4) Arresting Gear.
- (5) Aircraft Ground Support Equipment.
- (6) Oxygen and Nitrogen.

Total weight of the above is 18,000 pounds which will be transported to North Island NAS via organizational vehicles.

16 August:

Article 348 arrive from plant.

17 August:

Two hour shakedown flight for Article 348 at 0930 hours.

18 August:

- (1) Clear aircraft discrepancies and insure aircraft is ready for MLP flights.
- (2) Order special fuel from Ashland Oil Company for delivery 29 August direct to North Island NAS.

27 August:

- (1) All sections assemble cargo in designated area in Hangar 3 prior to 1000 hours.
- (2) Manifest cargo and load vehicles at 1000 hours.

29 August:

Special fuel arrives North Island during afternoon.

30 August:

- (1) 0600 hours - Cargo and support equipment depart Edwards AFB.
- (2) 1200 hours - Cargo and support equipment arrive North Island.
- (3) 1600 hours - Personnel report to Detachment Commander at ship location.

31 August:

Article 348 ferries to Kitty Hawk location.

31 August - 1 September:

Carquals.

2 September:

Cargo, support equipment and personnel return to Edwards.

D/M PERSONNEL LIST

1. Lt Col McCarthy.
2. MSgt Cockrum.
3. Mr Prewitt.
4. Mr Morelock.
5. Mr Newman.
6. Mr Richey.
7. Mr Waters.
8. Mr Caldwell.
9. Mr Kramer.
10. Mr Baltzelle.

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17 July 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Proposed Carrier Launching of U2

1. The following information is being recorded to assist the writer, or in his absence, the individual who will be responsible for monitoring the Subject operation.

2. In accordance with the wishes of the DCI, it is planned to launch a U2 from the aircraft carrier Kitty Hawk as soon as possible. As it now stands, it would appear that this launch could take place as early as the first week of August. As presented by [redacted] on 17 July the present plan would call for the U2 to be loaded aboard the aircraft carrier Kitty Hawk completely free of any special equipment such as cameras, electronic reconnaissance recording devices and ECM gear. The aircraft will be loaded with its fuel tank empty and will require a gasoline truck to accompany it aboard the carrier. The carrier will proceed to an undetermined point in the Pacific where the actual launching will take place. After launching, the U2 will be retrieved at Det G.

3. It is the intention of the Navy to provide Office of Naval Research decals for the U2 which will indicate the interest of that Office in the operation.

4. Some of the problems anticipated in connection with this operation and suggested solutions are as follows:

A. Cover - In view of the suggested interest of the Office of Naval Research in this operation a proposed cover to explain the presence of the aircraft and those accompanying personnel would be to describe the operation as a requirement for the Office of Naval Research to determine the feasibility of launching certain types of aircraft, in this case a U2, from the deck of an aircraft carrier. In this regard all of the Detachment personnel accompanying the aircraft would indicate that they are there at the request of the Office of Naval Research to facilitate the test launching.

[redacted]

[redacted]

[redacted]

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B. Detachment Personnel - An effort should be made to handle the operation with a minimum number of personnel from the Detachment. Since the Bird will be stripped of any special equipment, there should be no need for any camera personnel present and the number of communication people needed should be very limited. It is recommended that all of the Detachment personnel represent themselves as Lockheed Tech Reps who are there to service and protect the U2 in connection with an existing contract between Lockheed and the Office of Naval Research. They should be provided the names of some noteworthy personnel in the Office of Naval Research and should be thoroughly briefed regarding their conduct while aboard ship. Obviously there should be no drinking or gambling permitted and they should be cautioned against fraternizing with the crew without appearing too spooky.

C. Aircraft Carrier Personnel - It is suggested that an announcement be made to the aircraft carrier personnel by possibly the Executive Officer indicating the presence of the U2 and prohibiting the crew members against taking photographs of the U2 either while it is aboard ship or during its actual launching and cautioning them against discussing the presence of the aircraft or its launching with any unauthorized individuals. It is felt by the writer that this admonition should be played in a low key so as not to attract undue attention to the operation.

5. It is the intention of the writer, in company with [redacted] to discuss this proposed launching with Mr. Cunningham and with Capt. Carmody and Commander Skidmore of the U. S. Navy. The discussion with the Navy personnel should solicit their opinion regarding the acceptability of the cover story as outlined above accounting for the presence of the U2 and its related personnel aboard the carrier.

[redacted]
[redacted]
Security Officer
OSA

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BYE 2914-68

Copy 10 of 11

17 July 1968

MEMORANDUM FOR THE RECORD

SUBJECT : Conversation with Captain Carmody Relative to Carrier Training Exercise for IDEALIST Aircraft

1. Captain Carmody called the morning of 15 July to say that although he was not personally present there was a meeting 13 July between Admirals Schoech, Anderson, Chief of Naval Operations, and Admiral Rickette on the subject of long-range planning for U-2 carrier operations. The purpose of the meeting apparently was for Admiral Schoech to inform Admiral Anderson of recent developments, including our discussions of recent date with Admiral Schoech on this subject.

2. According to Carmody, Admiral Anderson expressed concern over any protracted U-2 operations from Sixth Fleet carriers in the Mediterranean lest this ultimately be discovered and becoming on the image which Navy is striving to portray in this theater, namely that of an impartial "force for peace" on behalf of the Western powers. I reassured Carmody that because of the relative complexity of U-2 operations it was probable that carrier-based U-2 ops would not become a household affair and that this capability would be reserved in large part for critical targets in the Mediterranean and elsewhere. In view of this, I told Carmody it was my feeling that Anderson's reticence although understandable was not necessarily pertinent.

3. Carmody said he was still attempting to arrange a date for the projected training exercise on the USS KITTY HAWK during the period 3 through 16 August, and that because the time between now and then was relatively short for planning purposes, he felt that he and I should proceed this week to brief Vice Admiral Stroup, COMNAVAIRFAC in San Diego, since Stroup has the KITTY HAWK within his purview. At the same time it was agreed that we should also informally brief Captain Horace Epps, USN, Skipper of the KITTY HAWK (CVA-63). He also said that it would be a good idea before going out there to

*insure**well**need**I clearance on both*

BYE 2919-62

Page 2

get together with Vice Admiral Rayburn, the head of Naval Research, to discuss informally with him the projected cover arrangements for the training exercise. I agreed to the San Diego trip to be set for 17 and 18 July to include in addition to the pair of us Lt. Colonel Ken Martens, representing OSA IDEALIST Operations. During this trip we will also have a chance to drop in on Kelly Johnson Wednesday afternoon, 17 July, to see the modified fuselage cart/loading sling, which he has put together and which was successfully tested late last week. According to Kelly, he is ready for the training test at any time henceforth.

4. As an outgrowth of my conversation with Carmody, I had several discussions with Commander Skidmore at [redacted] request to determine the communications capability of the KITTY HAWK, especially on 55B which will be used to monitor the flight from Edwards. Skidmore spoke to a Lt. Peterson, identified only as "the KITTY HAWK Project Officer at OPNAV" on this subject. The KITTY HAWK has a max output of 1,000 watts on 55B and covers all frequencies from 2 to 10 MC in 1.0 increments. They allegedly can switch at will from one frequency to the other, so that compatibility of the Edwards 55B and that on the carrier appears to be no problem. The KITTY HAWK can monitor a total of 5 frequencies simultaneously at maximum power of 1,000 watts or 1 frequency simultaneously at 100 watts. In addition, by adding a single antenna on the forward end of the ship they can provide an on-deck pre-flight check-out of the aircraft 55B prior to launch. It was agreed with Skidmore that the question of mission call signs and authentication procedures would be left for discussion with Captain Epps in San Diego during our visit. I reminded Skidmore that there was no SLF in the U-2, and that we did not wish to get into difficulty either on flying near the carrier or entering the ADIZ from a point at sea. He said he thought that we should mention this to Admiral Strong and obtain his assistance in suppressing carrier radars, but he added that since it would be necessary to fly an FAA-approved flight plan from the KITTY HAWK to Edwards for the U-2, the problem of clearance to fly through the ADIZ should not be impossible to handle.

5. As a last note, I turned over to Chief, Materiel Division, the movement of the T2V carrier arresting gear parts from Navy to Fred Cavanaugh, Commander Justice in [redacted] office said 15 July that these parts were ready for shipment by either Quicktrans or commercial air freight. Mr. [redacted] and I agreed that since the weight in cube is small, and since Justice

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BYD 2919-61

Page 1

said that these parts would be on indefinite loan, there was no requirement to forward them to Cavanaugh through Warner-Robbins Air Force Base as we had earlier thought there might be. Mr. [redacted] plans to send them in care of The C and J Equipment Company, Barabank, and I left it to him to work out details with Commander Justice.

[redacted]
JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

JUN 10 1963

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PROPOSED
STANDARD OPERATING INSTRUCTIONS
FOR
CARRIER OPERATIONS

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C O N T E N T S

I	GENERAL	page 1
II	PREPARATION	page 3
III	ARRIVAL ABOARD	page 5
IV	FERRY FLIGHT TO CARRIER	page 7
V	OPERATIONS ON CARRIER	page 9
VI	FLIGHT PLANNING	page 13
VII	MISSION RECOVERY PROCEDURES	page 15
VIII	SHIPMENT OF TAKE	page 17
IX	POSTFLIGHT PREPARATION	page 17

Attachments:

1. Security Annex
2. Tactical Maintenance Annex
3. Special Equipment Annex
4. Supply Annex
5. Tracker Annex
6. Materiel Annex
7. Elint Section Annex
8. Signal Center Annex

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I GENERAL

This directive with attachments is designed to provide guidance in all phases of U-2 operations aboard a carrier. There are two basic concepts of operation envisioned; one will entail loading aboard the carrier on the east or west coast of the US and the other will require deployment by air support to the theater of operations prior to loading aboard. There is no appreciable difference between the two plans which would require special preparation.

The U-2 will be flown aboard utilizing the mirror landing approach set at 2.5 degrees and the Landing Signal Officer (LSO) will assist the pilot by providing cut one and cut two signals which will indicate the point to reduce the throttle and deploy spoilers plus other instructions as necessary to insure the safest possible approaches. Landings will be made on the angle deck utilizing four one inch cables for arrestment instead of the standard, larger size. Take-offs will be made on the straight deck and the aircraft position will be determined by fuel load with careful consideration given to clearance of island superstructure and other obstacles. The line-up point is critical due to the flow of air around the "island" and take-offs can be very hazardous unless extreme care is exercised in selecting the takeoff point.

Carrier operations are more hazardous than land based operations, therefore, special precautions should be taken to insure the highest degree of safety possible. Weather in the recovery area will be an important consideration. Even, light rain on the aircraft windshield during final approach will induce a serious condition for the pilot that will make carrier landings very difficult. Wind velocity and sea condition are other factors that must be taken into consideration to insure that deck wash turbulence and carrier pitch and roll are within acceptable limits.

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Navigation over long distances at sea with the requirement to return and land at a precise point aboard the carrier will involve additional problems which must be carefully considered to insure optimum conditions for mission success.

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II PREPARATION

A briefing will be given to all personnel selected for the deployment as soon after alert notification as possible. All equipment required for the staging will be assembled by each section concerned in the designated area in Hangar III. Manifests will be prepared by each section indicating box number, weight, and cube of each item and then turned in to Materiel for compilation. One member of each section participating in the deployment will be responsible for insuring that all equipment is packed and placed in the designated area in Hangar III. Airlift requirements will be submitted to Headquarters as soon as available including total weight and cube plus size and weight of the largest item. Also a personnel list of all detachment personnel selected for the TDY will be submitted to Headquarters.

Immediately after notification of a pending exercise, the pilots will be selected for refresher training and the following will be accomplished prior to deployment:

- a. Review "G" model procedures.
- b. Briefing by Landing Signal Officer.
- c. Minimum of 2 sorties per pilot to practice mirror approaches with ISO assistance. (Approximately 10 landings per sortie)
- d. Review Operations Order and prepare briefing for ferry mission in accordance with briefing outline and include the following additional items:
 - (1) Rendezvous area.
 - (2) Bingo fuel.
 - (3) Carrier requalification.
 - (4) Emergency procedures in event of missed trap.
- e. Plans should be made to establish SSB Communications between the

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launch base and the carrier. The planning for use of this link must include all possible measures to preclude security violations, i.e., use of codes or pre-arranged words and phrases.

f. Actual deployment to the carrier will be accomplished in accordance with established unit procedures.

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III ARRIVAL ABOARD

The Detachment Commander or his designated representative will make arrangements for billeting of all personnel immediately after arrival. An effort will be made to locate all personnel as close together as possible to facilitate making necessary contacts as required. All support equipment will be loaded aboard with every item properly secured to withstand rough seas. The area selected for the equipment will normally be in the aft section of the hangar deck and located so as not to interfere with the parking and movement of aircraft.

It is very important that close coordination be maintained with the carrier commander and his staff. This coordination must be considered in all phases of the operation from going aboard until the last man is off the ship.

Following is a list of key positions which must be utilized:

- a. The Captain
- b. Executive Officer
- c. Operations Officer
- d. Air Officer
- e. Air Operations Officer
- f. Communications Officer
- g. Marine Commander
- h. Hangar Deck Officer
- i. Ward Room Officer

As soon as feasible after the deployment force is aboard, an informal meeting should be arranged between the above officers and the key personnel of the detachment. After this meeting, all sections heads should arrange another meeting with their counter parts so as to become familiar with the ships operating procedures and as soon as possible locate problem areas which may require decisions at

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higher levels. Some of the points to be considered are:

- a. Security requirements.
- b. Complete utilization of the flight deck for designated periods of time.
- c. Complete freedom of movement throughout the ship from first mission alert to the last mission report.
- d. Ship support for unusual working hours.

The Detachment Commander will recommend a briefing of all detachment personnel by one of the senior officers of the ships company. The Executive Officer would be the most logical choice for this assignment. This will provide indoctrination for detachment personnel and will provide an opportunity to obtain information on special instructions that should be observed throughout the cruise. It is important that detachment personnel conform as closely as possible to the rules established for the ships company.

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IV FERRY FLIGHT TO CARRIER

As soon as possible after all personnel and equipment are aboard, the Detachment Commander and/or Operations Officer should meet with the Captain and Operations Officer to coordinate the rendezvous with the aircraft. If this meeting results in any changes to the rendezvous plan, the launch base and headquarters will be notified immediately. Arrangements should be made at this time for the aforementioned get together of the ships company and detachment staff. This meeting can be held while the ship is enroute to the rendezvous point. Immediately after this meeting, the preparations to recover the aircraft should be initiated. It is expected that recovery will commence when the ship is 20 to 30 miles off shore and in favorable daylight and weather conditions.

Recovery procedures for ferry mission will begin at scheduled launch time from land base.

- a. The Detachment Commander/Operations Officer will be on station in the Air Officer's bridge.
- b. The Detachment Navigator and Weather Officer will be on station in the Air Operations Control Center.
- c. The ISO will be immediately available in the flight deck area and be on the platform at ETA -0:15.
- d. The Maintenance crew will be on deck with necessary equipment no later than ETA -0:30. NOTE: Maintenance chief should be immediately available to the Air Officer's bridge in event of airborne emergency. Commander and Maintenance Chief will have a plan for launching emergency recovery crew in Navy support aircraft if diversion is necessary.
- e. Personal Equipment Specialists and necessary equipment will be on deck at ETA -0:15.

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f. Commander and LSO will assure that the deck is correctly configured to start recovery. One inch arresting cables should be readily available but not installed until ready to commence trap landings.

g. After pilot has completed requalification and is on deck the maintenance crew will move the aircraft to the hangar deck and prepare to recover the second aircraft. Wind over the deck should be reduced to a minimum for this operation with no more than 10 knots desired.

h. If only one aircraft is to be on the deployment it will be refueled to 495 gallons and the second pilot will fly a requalification mission.

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V OPERATIONS ON CARRIER

The Detachment Operations Officer will schedule a briefing for the pilots by the Air Operations Officer to establish all traffic procedures to be used in the Ship's Control Zone i.e., instrument approaches, emergency traffic patterns, radar procedures, etc.

Upon receipt of the alert message normal notification procedures will be followed. The Ship's Captain should be informed that a mission is tentatively planned for the date indicated in the alert message.

Upon receipt of Mission Plan Message the detachment will prepare for the mission in accordance with normal procedures. In addition to this, the necessary coordination with the ship's staff will be initiated. Information exchanged during this coordination will concern:

- a. Ship's position at launch.
- b. Ship's course and speed during mission.
- c. Coordinate Air Group activities.
- d. Set up deck alert for rescue and/or recovery assistance.
- e. Report on status of all ships communications equipment utilized by article.
- f. Arrange for airborne or deck alert beginning 30-45 min before ETA of article.
- g. Other necessary mission support information.

The mission launch schedule for carrier operations will be slightly different than the land base launch schedule. The following schedule provides sufficient time in proper sequence for each support section to complete preparation for the mission. NOTE: "H" is takeoff time.

- a. H-18:00 Maintenance - engine run up and initial preflight.

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- b. H-11:00 Pilot to bed.
- c. H-9:00 Communications - Install and check systems. *staff S.O. secure only*
- d. H-3:15 Pilot wake up and eats.
- e. H-3:00 Special Equipment - Install configuration and tracker. *" "*
- f. H-2:15 Operations (Operational Missions)
- General Briefing *Staff S.O. Q-100s*
- Specialized Briefing
- g. H-2:00 Maintenance
- Completes pre-flight on aircraft
- Start moving aircraft to launch position *S.O. supervise*
- h. H-1:30 Personal Equipment
- Prepare pre-breathing equipment
- Check pilots flight gear
- i. H-1:15 Personal Equipment - Pilot pre-breathing
- j. H-1:10 Operations - Pre takeoff briefing
- k. H-1:00 Maintenance
- Aircraft in position on AFT END of flight deck opposite ISO platform. *S.O.*
- Fuel aircraft.
- l. H-0:50 Personal Equipment - Dress pilot and perform dynamic equipment check.
- m. H-0:40 Maintenance
- Starter, back-up starting unit, and spare ARC-34 UHF radio available at aircraft.
- Purging hose connected - start purging driftsight.
- Deck wires forward of aircraft removed.
- Level fuel load if less than full tanks.

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n. H-0:40 Operations (Mobile Officer at aircraft prior to pilot)

Exterior check.

Pitot cover removed.

Sextant and driftmeter covers removed.

Power on aircraft, inverters checked, No 1 inverter on, set compass, check auto pilot after three minutes, check radio compass, leave inverter and aircraft power on, Systems VI set as briefed.

o. H-0:30 Personal Equipment (At aircraft with pilot)

Cockpit preparation.

Adjust parachute and floatation gear on pilot.

Position pilot in cockpit.

Cockpit hook-up. (NOTE: Refer to OPS SOI-25.)

p. H-0:15 Operations

A qualified Mobile Control Officer together with the pilot, using the aircraft check list, will complete the following items:

Ejection seat connected. (Maintenance)

Cockpit check.

Check time hack on aircraft clock.

Check compass heading.

Place mission flight kit in aircraft.

Canopy closed.

Operations Officer in the Air Officer's Control bridge.

q. H-0:05 Operations (aircraft)

Pilot starts engine

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Seals on.

Complete pre-taxi check list.

r. H-0:03 Maintenance - Purging hose disconnected and hatch covers removed.

s. H-0:02 Operations

Pre takeoff check.

Check trim set for takeoff.

Flaps set for takeoff.

Speed brakes in.

Tracker operating.

Pilot requests MAG heading and sets compass.

t. H-0:01 Maintenance

Pogo removed.

Hatch covers removed.

Crew chief gives signal when clear for takeoff.

Check boatswain mate for deck clearance.

u. H-0:00 Takeoff.

NOTE: Provisions of this schedule may be deviated with Commander's concurrence for training missions, if such deviations will improve efficiency.

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VI FLIGHT PLANNING

Several problems are evident in carrier operations which are not common to a land based deployment.

The airfield is mobile. Coordinates of the carrier must be known for departure time and time of return. Also, hourly positions of the carrier must be known, while the aircraft is airborne. This necessary in order to solve the intercept problem that might be generated by an abort. Due to the confined space and limited number of tools available to the pilot, simplicity is mandatory.

a. In addition to the normal flight maps, the complete route will be drawn up on a GNC Chart (Scale 1:5,000,000). If the carrier is moving to a position other than departure location, the track and hourly positions will be plotted. Radials from the aircraft's hourly position to the computed position of the ship for the time of arrival will be plotted. Annotations of MAG heading and time enroute will be made. For aborts at intermediate points, the pilot will be able to use his plotter and dividers for determining his course and distance to intercept. One other method can be used and that is to plot radials from the ship's position to readily identifiable check points near the aircraft's route to which he could proceed and thence begin his intercept problem.

b. Procedure for return to a stationary base with the carrier remaining within 10 NM of departure point during entire flight, is comparatively simple. Again a GNC would be used but radials, approximately 10° apart and with point of origin at the carrier, would be plotted. Annotations of MAG heading and time to carrier would be made where the radials intercept the flight path.

Hi cone fuel must be translated into landing pattern entry fuel. Descent should not be made until positive identification has been made. Fuel remaining should be no less than 200 gallons at descent point or 150 gallons on down wind

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Radar vectoring by means of skin painting or IFF/SIF procedures will be used for recovery. The low frequency beacon on the carrier should be on no later than 30 minutes before the aircraft's ETA.

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VII MISSION RECOVERY PROCEDURES

This will be a more critical phase of operations than recovery at a land base, consequently it is imperative that the following steps be followed closely:

a. During the entire mission a Detachment Officer will be on duty at the Air Officer's bridge or the Air Operations Control Center. He will keep immediate telephone contact with the following personnel:

- (1) Detachment Commander and/or Operations Officer.
- (2) Maintenance Chief.
- (3) ISO.
- (4) Mobile Pilot.

In event of an abort, these personnel will go to their stations immediately and prepare to recover the aircraft. If the mission is completed, the Duty Officer will alert the recovery team 45 minutes before scheduled landing time.

b. No later than 30 minutes before scheduled landing time the following actions will be taken:

- (1) Request launch of helicopter.
- (2) Alert radar operations.
- (3) Alert Air Officer.
- (4) Check ship's position and ETA to rendezvous point.
- (5) Check ship's NAV Aids.
- (6) Detachment Commander should check that all recovery personnel are in position 15 minutes before landing time.
- (7) Check alert aircraft airborne or on cockpit standby.

c. Except in an emergency the aircraft should be landed in the following manner:

- (1) Enter initial approach on starboard side of the carrier.

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- (2) Lower hook on crosswind turn.
- (3) Follow normal procedure to arrestment.
- (4) If unable to trap due to hook malfunction or other problems pilot will request barrier at a minimum of 40 gallons of fuel.

d. In event of an emergency condition the pilot may elect to land from a straight in approach.

e. As soon as arrestment is complete Personal Equipment will deplane the pilot and the aircraft will be moved to the hangar deck. *S.O. complete*

f. Downloading of systems and post flight checks will be in accordance with normal procedures. *S.O. complete
secure.*

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VIII SHIPMENT OF TAKE

The mission take will be prepared in accordance with standard procedures and made ready for shipment. Headquarters will arrange and direct method of shipment.

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IX POSTFLIGHT PREPARATION

The aircraft and all systems will be thoroughly checked after the mission. Immediate preparation will be made to attain readiness status for the next mission requirement.

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PROPOSED SECURITY S.O.P.
FOR
CARRIER OPERATIONS

INTRODUCTION

The carrier operations concern the launching and recovery of the U-2 from an aircraft carrier, for which, you as a security officer will be required to provide and supervise the necessary security support. At this time an operational staging has not been conducted; therefore, it remains for the security officer(s) assigned to further implement and improve upon the security during, and after, an actual operation begins.

There will be occasions during the mission when you, as a security officer, will become very exasperated from a standpoint of good security, due to certain circumstances beyond your control. This will be particularly evident during the take-off and landing of the U-2 since the carrier flight deck, of necessity, has at least four different crews participating on it during flight activity. These crews, depending on their function, will be attired in either red, green, blue or yellow sweaters and total about forty in number. Their duties include spotting the U-2, recovering and changing cables, providing emergency support in case of an accident, and handling various and sundry other assignments related to the launching and retrieving of aircraft. Our customary standard of keeping all uncleared personnel away from the U-2 is virtually impossible to uphold.

This situation of course cannot be altered; hence, it is best for the security officer to position himself advantageously and maintain close scrutiny over all activity. This is your best defense in view of the circumstances that prevail during flight deck operations.

PRELIMINARY PREPARATION

It is necessary prior to departure on a deployment to contact the Materiel

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Officer to inform him of the number of boxes, their cube and their weight that the security office will be taking. This is required so that a shipping manifest can be prepared for the supporting airlift from the home base to the point of embarkation.

Before the day of departure, the security officer should visit each section to be involved in the operation such as IAC, PE, Special Equipment, etc., for the purpose of examining their equipment to insure sterility. In order to be consistent with your cover, if for example you are posing as Lockheed employees, it is imperative that the deployment gear being used by these sections does not arrive at the ship with telltale Edwards AFB or USAF stenciling on it.

In conjunction with this effort to promote sound cover, brief your personnel carefully and forcefully regarding the story to be used. Make certain that everyone fully understands the cover, and also, make a conscientious effort to elicit questions from the audience you are briefing - questions at this point can avert compromise and embarrassment later. It is good practice, in this respect, to randomly accost certain individuals prior to departure on a operation, and query them to ascertain how well they understand and can employ their cover. This can be accomplished discreetly and without causing resentment if it is done in a professional and businesslike manner.

During the briefing review, fully explain any special security requirements related to the operation such as handling of mail, sterilization of their personal effects not consistent with the cover, avoidance of loose talk while on board the ship or at home, et al.

Remember! A thorough, well prepared briefing, convincingly delivered, is your best insurance against security leaks and compromise. The security officer can control the physical aspects of security, but he must depend upon the individual for effective personnel security.

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There are at least four important items of a physical nature that require security supervision. They are as follows:

1. The U-2 - It is to be kept under adequate security supervision constantly. Normally, there will be an appropriate number of Marine Guards available to patrol a perimeter established around the aircraft with rope. The area in which the U-2 reposes should be compartmented by closing the hangar deck dividing door, and by securing whenever possible, the hatchways egressing into this general area. However, it appears that complete isolation of this area at all times would not be feasible. The hangar deck is a focal point for conducting training classes, chow formations, military drilling, and for the requisitioning of supplies from numerous rooms located around the periphery of the hangar deck. Access to this central area apparently must be permitted so as to avoid conflict with Naval personnel who have legitimate reasons for being there.

Through the Commanding Officer of the Marine Guards, request that no unauthorized person be allowed inside the rope barrier encircling the U-2 and that his guards instruct the curious or the suspect not to loiter in that general vicinity.

Emphasize to the Executive Officer and the Guard Officer that absolutely no photographing of the U-2 or related equipment will be permitted. It must be realized that even though the U-2 is no longer classified, pictures of it could prove extremely embarrassing or detrimental if they were displayed or lost on foreign soil, or met with publicity from being mailed home. Furthermore, the presence of the U-2 onboard the carrier is indicative of a new capability and is not intended for public consumption at this time.

Supply the guard officer with an adequate number of authorization lists, denoting those people who will require access to the U-2. The lists should also

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contain the room and telephone number for each security officer so that he can be reached expeditiously for inquiry.

2. FUEL - It is axiomatic that his critical element should be carefully controlled by using and recording serialized seals on the truck hatches to insure that no contamination occurs. The fuel truck(s) should also be placed, if possible, on the hangar deck within the purview of the Marine Guards who are providing security for the U-2(s).

. Have it understood that positively NO SMOKING, NO WELDING, or any other kind of activity hazardous to the fuel, or to the U-birds, will be allowed in that general area. It would be advisable to suggest that the Captain or the Executive Officer indicate this prohibition in an announcement to the crew.

3. EQUIPMENT - The security officer will also be charged with the security of classified equipment as it relates to the true purpose of our mission. The presence of this equipment in relation to our primary function will, undoubtedly, not be consistent with our cover and therefore should be treated just as meticulously, from a security standpoint, as the U-2, the fuel, or classified documents.

Another pertinent item under this category is the pilot food and high altitude gear. Again, these items must be considered critical since tampering or contamination of either could result in disaster.

If availability permits, the Airborne Systems Support Center rooms will be used for the storage of sensitive equipment. A preliminary inspection of these rooms divulged that there were three access routes to them. Normally, entrance would be gained through a key controlled locking door at which a guard should be posted with an authorization list. Within the compartment which had approximately four or five rooms, there appeared to be two other exits. One was through the double elevator doors which could be securely bolted from within, and the other, was by exodus through an overhead submarine type hatch. This hatch should be secured with an aircraft tie-down chain to the steel ladder

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which leads up to it. The chain has a quick-release mechanism which would be apropos in the event an emergency escape from the compartment is necessary.

The strong possibility exists that we may not be permitted to occupy the ASSC compartment, if the aircraft carrier from which we operate is carrying its own aircraft for training and operational purposes. If this is true, it then appears that we will be relying upon the portable trailers now being outfitted by the Special Equipment section as a place to secure sensitive equipment.

Providing the trailer is used, the security officer should inspect its locks, and if possible see that a Sargent-Greenleaf combination padlock is used. This will avoid the problem of keys being lost or duplicated and any efforts to tamper with this combination should be reasonably obvious. Of course, the combination should be kept by the security officer and access limited to those with a "need-for-entry."

Wherever the trailer is stored, it too should be kept under constant Marine guard except during loading and unloading activities over which a staff security officer(s) should supervise. For consolidation purposes, the hangar deck in the vicinity of the U-2 and fuel truck(s) would seem to be the best location for the trailer, providing an opaque screening arrangement can be erected during activities.

4. DOCUMENTS - It is not yet known how much classified material there will be in the form of documents, logs, cables, etc. It is suggested that at least a two drawer safe be taken for the purpose of storing documents, weapons, passports, etc., that need safekeeping. Dissemination of the combination should be held to a minimum and given only to those persons with a "need-to-know."

If a safe can not be taken, an alternative would be to use the communications room which has a combination type lock on it. If this room is utilized for the storage of documents, the security officer should set the combination

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and control distribution of it carefully.

The problems of excess documents probably will not evolve. If it should, the security officer will have to arrange a system for control of them. It may be helpful to initiate a sign-out procedure, or to have them kept within the confines of one particular, secure room. These are only random thoughts - implementation of these suggestions mentioned above might prove too cumbersome for practicality. Again, it will fall to the ingenuity of the security officer to improvise in such situations.

As far as the communications room is concerned, it does not appear necessary to place a Marine guard with an access list at this door, especially if prudent control is exercised over distribution of the lock combination.

In summation, concerning the four numbered physical items, it would seem good practice for the professional security staff to inspect their responsible areas at least three times per day at unannounced intervals. This will serve to engender the respect of the Marine complement guarding the secure areas and create deference for your diligence at a time when a more lackadaisical approach could easily prevail.

STAFF SECURITY REQUIREMENTS

It will be the duty of the senior security officer on board to see that the area involved where the loading and unloading of the "B" and "T" configurations and other sensitive systems will take place, is secure from observation and intrusion.

Coordination with the Commander of the Marine security guards will be required to ascertain whether all hatches leading to the hangar deck compartment can be sealed-off. If not, some type of screening device, previously alluded to, will be needed to obstruct unauthorized viewing of the installation of our sensitive equipment.

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That the Marine guards need to be precluded from watching our mission activities needs no elaboration. If possible, they should either be sent below or placed in the hatchways leading to the hangar deck. The feasibility of this will have to be determined after consultation with the guard commander. Only staff and/or contract security officers should provide the security for the pre and post mission activities.

If any of the mission equipment such as the "B" or "T" has to be moved a considerable distance in order to be loaded or returned to where it is normally kept, it should be disguised by some form of covering and not exposed until it is behind the provided screening apparatus surrounding the U-2.

Another staff duty officer function is that of securing the briefing room prior to the beginning of the briefing. Usually, this is done by one security officer who will post a conspicuous, red "KEEP OUT - CONFERENCE IN SESSION" sign on the Ready Room door and then secure the door from the inside until the meeting is adjourned.

During the briefing it is the responsibility of the security officer to brief the driver fully regarding his conduct, and what he is expected to divulge, should he be forced down in hostile territory. Headquarters will furnish this information prior to the mission - be sure that you as the security officer are thoroughly familiar with the instructions to be given to the pilot.

After the briefing is concluded, the security officer will have each section chief sign a "Mission Certificate" stating that his equipment "...is free from any identifying data, tags, tickets, labels, etc., which are of a compromising nature to the project, the unit, its personnel and its supply mechanisms." In conjunction with this, the security officer will check the U-2 over vigilantly, specifically the cockpit, to see that no one has inadvertently dropped foreign articles therein indicating the source of the flight, or any other compromising

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material inconsistent with our cover. Conduct your inspection just before the driver enters the cockpit and be certain you are the last person to be in there before the pilot seats himself. As a precaution, remove all items from your coat and/or shirt pockets before making the inspection.

Finally, the security officer has the responsibility of placing the special waterproof E & E packet containing such things as gold, pure silk maps, and other items, in the pilot's flying suit while he is pre-breathing. It is your duty also to retrieve this packet from the driver upon his return and place it under safekeeping. Note: This packet of E & E material is critical - it contains maps of the area over which the U-2 will be flying for his use should he be forced to land and for cover purposes, and its monetary value is considerable too, so control it with caution.

In conclusion, it should be realized that some of the responsibilities enumerated above will have to be carried out by your fellow or subordinate security officers. It would be nearly impossible for one man to personally conduct the parade of duties required of him in preparation for a mission. Therefore, it follows that it is your obligation to see that each participating security officer is fully cognizant of his duties and that he carries them out as required.

SECURITY ESCORT - COURIER DUTIES

On an actual staging movement, it will be necessary to provide a security officer escort for any classified or sensitive equipment departing from the home base. If such a movement is done by air, the security officer escort will "Gerrymander" the support aircraft crew prior to departure, or shortly after becoming airborne. Here, once more, be formal and professional by giving brief, concise instructions to the crew. Point out that you prefer that they do not discuss among themselves, or with others, such things as names they have

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learned, where they have been, what they have observed, what they may have overheard, or what they may possibly have deduced about the operation.

If the aircraft you are escorting will R.O.N. at a base enroute to your embarkation point, request the pilot to radio ahead, notifying the base air police that he is transporting a classified cargo and will need military police protection for it overnight. Do not, repeat, do not indicate that the cargo is top secret because the air police are only cleared up to and including secret. They will not accept the responsibility of guarding the aircraft if there is top secret material aboard.

Upon landing, using your guard instruction sheet, give the guard officer and/or his noncommissioned representative, a careful briefing as to what will be expected of them, especially noting that no one will be permitted to touch the cargo. Have the guard(s) stationed so that he/they can observe the actions of the maintenance crews during refueling. Provide the guards with a copy of the crew's orders and have it understood that once the normal maintenance crews have completed their assigned duties on the aircraft no one excepting the crew and yourself will be allowed to enter the plane.

For future contact references and expediency, always obtain the telephone number(s) for the guard officer and the Sgt of the guard - these numbers can be very helpful should you pass through at another time and are in need of similar security support from the military police.

Conclude your briefing to the guard(s) by giving them your BOQ room and telephone numbers and keep them informed of your whereabouts should you go to the O-club or elsewhere for meals. They should be able to communicate with you whenever the need arises.

On security escort - courier missions, always obtain a copy of the crew's orders and keep them on file along with the guard sign-in roster, the gerrymander

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receipt, and your courier report. This will be your record in the event any questions arise at a later date regarding that particular operation.

PERSONNEL REQUIREMENTS

At present, it is now preferred that at least four security officers be assigned to a carrier operation. This number of men seemingly will suffice in that it would avail two for courier duty on closely run missions, with another standing by for emergency support and another to coordinate and supervise security activities on board the ship.

SPECIAL REQUIREMENTS

The security officer(s) who supports this type of deployment will have to be "chamber cleared." This means he has to have received sufficient academic instructions on high altitude flying and its effect upon the human body, and further, that he be processed under simulated conditions in a high altitude - rapid decompression chamber.

The Navy requires this type of training for those people who will be flying in the A3D, which cruises above an altitude of 40,000 feet. In addition, on in-flight refueling missions aboard an Air Force KC-135, the requirement that you be chamber cleared will also be levied.

PERSONAL READINESS

As is now planned, the courier on a carrier exercise will ferry the "take" aboard the A3D. Take a flight suit, jump boots, ear plugs and suitable underwear for high altitude flying.

As part of the security officer's official accouterments, he should have sufficient funds, his weapon and ammunition, his passport, shot record, orders, courier manifest receipt, and more importantly, his contact book in the event a contingency arises causing the aircraft to land at an unscheduled airbase.

In preparation for the unexpected, it can prove worthwhile to project on

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what you would need to do if an emergency situation arose. If, for example, a crash occurred in an inaccessible area, are you prepared to go into this area with what you need to take? Are you ready with such things as the crash kit, clothing, the pilot's and your passport and shot record, weapons and other necessities. Advance thought in these matters can be immensely helpful if and when a crucial situation arises.

NAVAL PERSONNEL

The Captain of the ship or his Executive officer will be the voice of the security officer in reaching the crew concerning their personal responsibility to the security of the operation. One of the above will make an announcement to the crew over the public address system of the ship giving them the appropriate cover story. Within the framework of this story there should be a serious exhortation to the crew advising them to avoid any discussion of the U-2, the area of operation, the mission, etc., among themselves or in their mail.

Security as it relates to the naval personnel will be a matter of working through the Captain, his Executive Officer, or the Marine Commander.

In conclusion, preceding operating procedures are set forth for the guidance and benefit of those security officers who will be supporting the carrier operation. It is expected that the experience derived from a prolonged, bona fide operation, will better qualify the security officers involved to contribute experientially to a more comprehensive SOP.

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~~SECRET~~DEPLOYMENT CHECK LIST

- _____ Have crash kit readied, (the contents are enumerated on the inside cover of the lid.)
- _____ Have the administrative kit readied, (contents list also attached to inside lid.)
- _____ Be sure you have keys for the crash and administrative kit.
- _____ Take at least four Sargent-Greenleaf combination locks and change keys.
- _____ Arrange through finance to have sufficient funds for possible plane fares, excess baggage fees, emergencies, etc.
- _____ Carry a limited number of I-3 briefing and debriefing forms.
- _____ Pick up the passports and shot records for the deployment personnel.
- _____ Have a sufficient supply of appropriate orders.
- _____ Take a flight suit and jump boots, weapon and ammunition for courier duty.
- _____ Conscientiously brief your deployment personnel as to their cover and their security responsibilities.
- _____ Prepare whatever documentation that may be necessary to authenticate your cover.
- _____ Be sure, if you prepare documentation that it is backstopped in case of inquiry.
- _____ If an Air Force truck is used to transport material to San Diego, or another embarkation point, have the driver block out the A. F. markings after passing by the main gate sentry and before arriving at the dock.
- _____ Ascertain that all security personnel who will serve as couriers aboard the A3D are chamber cleared.
- _____ Have a list of all naval personnel on board and on the base who are I-3 cleared.
- _____ Stay abreast of all incoming cable traffic on the operation so as to be alert for last minute alterations.
- _____ Take a red "Keep Out - Conference In Session" sign for the briefing room.
- _____ Have a complete list of all deployment personnel. Be prepared to give one to the main gate sentry, the Officer of the Deck, and the Mess Officer.
- _____ If possible, depart earlier than the main body of the group so as to be there early enabling you to make advance arrangements and survey the area you must secure before the U-2 and other sensitive gear arrives.

~~SECRET~~ON BOARD CHECK LIST

- ___ Get copies of the room and phone numbers of all our personnel on board.
- ___ Provide the staging commander and his deputy with a copy of the above.
- ___ List all pertinent telephone and room numbers of those on board you will be dealing with.
- ___ Set up liaison with the Executive Officer of the ship and the Commanding Officer of the Marine Guards.
- ___ Work out details of the manpower requirements with the C.O. of the Marine Guards.
- ___ Inspect carefully all areas to be secured to ascertain your requirements before discussing it with the guard C. O.
- ___ Insure proper security for: 1. The U-2, 2. The Fuel, 3. The Equipment, and 4. Documents.
- ___ Set a new combination on the combination lock to the Communications compartment and distribute it as required.
- ___ Check with the staging commander at least two to three times per day so as to stay advised and to offer support.
- ___ Inspect the secured areas at unannounced times to see that the guards are conforming to instructions.
- ___ Furnish each guard with an authorization for his responsible area.
- ___ Stay abreast of the incoming and outgoing cable traffic.
- ___ Plan emergency procedures with either the Exec Officer or the Captain.
- ___ Set up a mail exchange system.
- ___ Supervise all mission operations with staff security officers only.
- ___ Collect the video tape of our operation from the Navy.
- ___ At the close of the deployment, collect and destroy, if feasible, all classified waste. If it cannot be destroyed, bundle it appropriately and bring it back to home base for destruction.

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~~SECRET~~MISSION CHECK LIST

- _____ Secure the briefing room.
- _____ Brief the pilot regarding his responsibilities in case of an emergency landing in either a friendly or denied area.
- _____ Examine pilot's gear for sterility after the briefing.
- _____ Have the pilot sign a "Mission Certificate."
- _____ Place the special waterproof E & E packet in the pilot's flight suit.
- _____ Inspect the outside of the U-2 and particularly the cockpit for sterility.
- _____ Supervise the loading and unloading of all sensitive systems in the U-2.
- _____ Insure the loading and removal of sensitive systems is done in a secure, screened area.
- _____ Have all section chiefs sign their respective "Mission Certificates."
- _____ Allow no uncleared personnel near the U-2.
- _____ Have the crash kit and your gear loaded and ready on the rescue aircraft.
- _____ Upon return of the U-2, remain with it until it is secured below on the hangar deck and the sensitive systems have been removed.
- _____ Prepare for forthcoming courier mission - have passport, shot record, orders, funds, weapon, manifest receipt, etc., in readiness.
- _____ Pick up the courier manifest and sign for the "take."
- _____ Gerrymander the support aircraft crew(s).
- _____ Turn over the "take" to an authorized recipient and get signed receipts.
- _____ Arrange for return transportation to the ship via the A3D or C-130.
- _____ Collect daily from the Navy, the video tape which was made that day of the activities of the U-2.

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TACTICAL MAINTENANCE

Whale Tale Operation

PURPOSE: This SOI establishes and standardizes procedures to be exercised by the Tactical Maintenance Section on any WHALE TALE operation.

1. Policy. The Tactical Maintenance Section will be governed by the responsibilities and procedures established in this SOI to insure completion or organization mission.

2. Responsibilities. The Maintenance Supervisor is responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this SOI.

3. Procedures:

a. Upon notification of deployment all cargo will be delivered to designated area in Hangar 3. A complete list of cargo will be delivered to Director of Materiel Office indicating a breakdown of box numbers, weight, and cube of each item. In addition, one man will be provided to check maintenance cargo and assist in loading. This man will be one of those who is to accompany the deployment.

b. Upon arrival at carrier and prior to making a trapped landing, a chalk line will be made on Number 4 elevator showing position that main landing gear must track. Pertinent aircraft dimensions are as follows:

- (1) Nose to main landing gear - 20' 6".
- (2) Main gear to tail gear - 19' 9".
- (3) Main gear to end of sugar scoop - 29' 3".
- (4) Aircraft total length - 49' 9".

c. A chalk line will also be made on flight deck as directed by the Operations Officer to assist in positioning aircraft for turn around takeoffs. A full fuel load takeoff position will also be marked per Operations Officers instructions.

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d. The following equipment will be brought to flight deck and stowed in vicinity of island upon receipt from aircraft and prior to arrival of aircraft:

- (1) Sulky.
- (2) Nitrogen cart.
- (3) Six foot ladder.
- (4) Main gear turning plate.
- (5) Grease plate - tail gear.
- (6) MLG chock.
- (7) Two pogo chocks.
- (8) Tow bar - Tail landing gear.
- (9) Tow bar - Main landing gear.
- (10) MLG downlock pin.
- (11) TLG downlock pin.
- (12) Set of pogo pins.
- (13) Set of special pogos.
- (14) MLG chock - elevator use.
- (15) TLG chock - elevator use.
- (16) 250 lbs Ballast - 25 lb shot bags.
- (17) Fuel truck.
- (18) Two wing stands - adjustable.
- (19) Personal tools.
- (20) Adequate number of tie downs.
- (21) Flight deck clothing.

e. Following procedures will be followed on trapped landings and turn around:

- (1) Aircraft trapped.

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- (2) Maintenance personnel will proceed to aircraft.
- (3) Pogon installed.
- (4) Gear pins installed.
- (5) Crew chief signals pilot to taxi over cable.
- (6) Crew chief and pilot check flap position - (15 degrees).
- (7) Engine shut down.
- (8) Tail gear scissors disconnected.
- (9) Sulky installed and tow vehicle connected.
- (10) Aircraft positioned on takeoff chalk line.
- (11) Aircraft chocked and secured as necessary.
- (12) Fuel truck in position for servicing (Driver will remain in cab-truck will be chocked and tied down).
- (13) Visual check of tail and main gear areas.
- (14) Sulky removed.
- (15) Tail gear scissors connected.
- (16) Fueling completed - truck will move to area behind island or as directed.
- (17) Fuel counter set.
- (18) Signal for air starter unit.
- (19) Signal for 28V DC external power source.
- (20) Wings level for even fuel load.
- (21) Canopy closed and locked.
- (22) Start engine as directed.
- (23) Air starter removed.
- (24) DC external power source removed.

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- (25) External power source receptacle door closed.
- (26) Gear down locks removed.
- (27) Engine access door closed.
- (28) Pogos removed - Hold wings level for hand launch.
- (29) Crew chief signals pilot for brakes.
- (30) MLG chock removed.
- (31) Crew chief turns over launch at this point to Boatswain or Bosun.

f. The following procedures will be followed on aircraft removal from flight deck to hangar deck:

- (1) Carrier speed reduced and no turns until aircraft secured in hangar deck.
- (2) Man on brakes - stays in cockpit until secured below.
- (3) Position aircraft parallel to Number 4 elevator with nose of aircraft toward bow of ship. Center line of aircraft should be approximately three feet inboard of inside edge of elevator. Main gear and tail gear should be stopped on turn plates with main gear in line with chalk line. (Paragraph 2).
- (4) Inflate MLG strut with nitrogen to provide turning clearance.
- (5) Install special pogos.
- (6) Disconnect MLG scissors, brake hose clamps, etc. (Stow parts in bag and tie to strut).
- (7) Disconnect LH TLG door and wire up out of the way - (Retain rod adjustment).
- (8) Disconnect TLG scissor.
- (9) Install MLG turning bar.

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- (10) Install TLG tow bar - small.
- (11) Turn MLG and TLG ninety degrees simultaneously.
- (12) Place adequate weight on left wing to provide clearance on right hand pogo.
- (13) Aircraft moved into position on elevator by hand. Chock men ahead of each gear with special chocks as aircraft is being moved. When in proper position, aircraft will be chocked and a minimum of three tie down chains installed, one on each fuselage fitting and one from left hand pogo fitting to hold that wing slightly low.
- (14) Elevator - Down to hangar deck level.
- (15) Tie downs removed.
- (16) Aircraft pushed by hand into hangar with a chock man ahead of each gear. Position aircraft in hangar as directed, exercising extreme caution.
- (17) Install chocks and secure aircraft, one chain each fuselage fitting, one chain each pogo fitting, tail gear secured.

g. The following procedures will be followed upon mission alert and movement to flight deck:

- (1) Commo equipment installed and checks complete (X minus 4 hours).
- (2) Special Equipment and Tracker completed with "hatch up" (X minus 2 hours).
- (3) Maintenance preflight completed as far as possible (X minus 1.5 hours).
- (4) Aircraft prepared for movement on to elevator.
- (5) Carrier speed reduced and no turns until aircraft secured in takeoff position on top side.

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- (6) Man on brakes - stays in cockpit until secured "on top".
- (7) Aircraft pushed by hand on to elevator - main gear over chalk line and chock men ahead of each gear. Ballast as required on left hand wing. When properly positioned on elevator, chocks will be placed in position and a minimum of three tie down chains will be installed, one on each fuselage fitting and one from left hand pogo fitting to hold that wing low.
- (8) Elevator - "up" to flight deck.
- (9) Tie downs removed.
- (10) Aircraft pushed by hand off elevator on to flight deck. Chock men ahead of each gear. Stop aircraft with main gear on turn plate and tail gear on grease plate.
- (11) Turn MLG and TLG ninety degrees (Normal position) simultaneously.
- (12) Remove MLG turning bar.
- (13) Remove TLG tow bar.
- (14) Connect MLG scissors, brake hose clamps, etc. Deflate strut to normal position.
- (15) Connect left hand TLG door.
- (16) Install sulky and towing vehicle.
- (17) Tow aircraft to takeoff position (X minus 1 hour) secure with MLG chock and two fuselage fitting tiedowns.
- (18) Fuel truck in position and servicing begins. (Driver will remain in cab in addition to required chocks and tie downs).
- (19) Sulky removed and tail gear scissors connected.

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- (20) Special pogo locks removed.
- (21) When fuel servicing is completed truck moved behind island or as directed.
- (22) Signal for air starter unit.
- (23) Signal for 28V DC power.
- (24) Seat connected.
- (25) Canopy closed and locked.
- (26) Start engine as directed.
- (27) Air starter removed.
- (28) DC external power source removed.
- (29) External power receptacle door closed.
- (30) All tie downs removed.
- (31) Gear downlocks removed.
- (32) Engine access door closed.
- (33) Pogos removed - hold wings level for hand launch.
- (34) Crew chief signals pilot for brakes.
- (35) MLG chock removed.
- (36) Crew chief turns over launch at this point to Boatswain or Bosun.

h. During all "touch and go" landings the maintenance personnel will occupy the area as directed by air boss or Bosun.

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SPECIAL EQUIPMENT

Whale Tale Operation

PURPOSE: To outline procedures to be followed by Special Equipment in the event of a WHALE TALE operation.

1. Policy. Special Equipment Section will be governed by the responsibilities and procedures established in this SOI to insure completion of organizational mission.

2. Responsibilities. Special Equipment Section will be responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this SOI.

3. Procedures.

a. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A complete list of cargo will be delivered to Director of Materiel Office indicating a breakdown of box number, weight and cube of each item. In addition, one man will be provided to check Special Equipment cargo and assist in loading. This man will be one of those who is to accompany deployment.

b. Special Equipment will provide one man to assist and monitor the loading of trailers on flat bed when it has been determined that they are required for this deployment.

c. Under normal conditions, four Special Equipment personnel will be furnished for this deployment.

d. Upon arrival at ship, the section will be completely set up in an area provided to insure readiness for a scheduled mission.

e. At time of mission alert the following steps will be followed:

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(1) -12 hours - Mission alert received. Configuration loaded with prescribed material and thoroughly pre-flighted.

(2) -3 hours - Final shop check of configuration. Configuration then loaded on article.

(3) -2½ hours - Pilot briefed.

(4) -2 hours - Final check of configuration operating in article.

f. One hour prior to return of article the material shipping boxes and required paperwork are readied for shipment.

g. Upon landing of article, configuration is again checked while in article and any discrepancies will be noted. Configuration is then removed to shop area for a more thorough post-flight check.

h. Material will then be removed from configuration, packed and turned over to Security Section for shipment.

i. Special Equipment Supervisor will attend the debriefing of pilot.

4. General. Normally the complete operation will follow that of any deployment, however the time elements involved may differ due to unknown factors involved. The necessity of Special Equipment trailer will be governed by availability of a suitable operating area on carrier. Regardless of circumstances, mission readiness will be attained at the earliest possible time contingent with difficulties encountered.

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SUPPLY

Carrier Operations Supply Procedures

PURPOSE: To outline the procedures to be used by supply personnel during operation aboard aircraft carriers. This memorandum applies to all supply personnel of this organization.

1. Policy. It is the policy of this organization that one supply man will accompany each full scale deployment aboard aircraft carriers and will take one staging kit, augmented for carrier operation, and such other items as may be deemed appropriate.
2. Responsibility. The Unit Supply Officer will be responsible for the implementation of these procedures.
3. Procedures.

- a. Unit Supply will coordinate with the maintenance activity to determine which kit will be taken and any desired additions or deletions for the particular operation.

- b. Action will be taken to insure that the kit selected is as complete as possible and that all kit records are properly posted and accurate and that all containers are properly marked and painted.

- c. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A listing will be prepared containing the identification and number of each container to include the individual weight and cube. The total weight and cube information will also be determined. This information will be provided to the Materiel Section, when called for, for the purpose of manifesting cargo for shipment.

- d. Organizational Supply will supervise the loading operation, and will provide the forklift operators and additional loading team personnel as may be required.

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e. One driver for heavy equipment will be provided for the period of transfer of such equipment to the carrier loading point. When feasible, this will be the individual who will accompany the deployment.

f. The supply man accompanying the deployment will supervise and/or otherwise assist in carrier loading. He will coordinate with the maintenance activities and tie down crew on board the carrier to insure that the kit is placed at a point of convenience to maintenance and that the kit is ready for operation as soon as may be required.

4. General. Supply will insure that the kit is returned in good condition, including all reparable items generated, and will provide such assistance as may be required for loading, unloading, and return as specified for departure above.

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TRACKER

Whale Tale Operation

PURPOSE: To outline procedures to be followed by the Tracker Section in the event of a WHALETALE operation.

1. Policy. Tracker Section will be governed by the responsibilities and procedures established in this S0I to insure completion of the organizational mission.

2. Responsibilities. Tracker Section will be responsible for the implementation of procedures as established by WRSP-IV Memorandum Number MAT-8, as applies, and this S0I.

3. Procedures.

a. Upon notification of a deployment all cargo will be delivered to a designated area in Hangar 3. A complete list of cargo will be delivered to the Director of Materiel Office indicating a breakdown of box number, weight and cube of each item. In addition, one man will be provided to check Tracker cargo and assist in loading.

b. Under normal conditions, one Tracker man will be furnished for this deployment.

c. Upon arrival on carrier, a shop area will be set up for immediate use. Whenever possible, this section will combine with the Special Equipment Section.

d. Upon a mission alert, Tracker personnel will completely preflight tracker in shop area. At this time the B-configuration hatch will also be readied.

e. All driftsight, sextant and hand control equipment will be preflighted on article as soon as aircraft is available.

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f. Approximately 3 hours prior to takeoff the clock in the tracker is hacked, tracker is purged for thirty minutes and then mounted on B-configuration hatch while in shop or hangar area.

g. Tracker and Special Equipment personnel will then install B-configuration hatch to article.

h. All domes on tracker equipment are cleaned and all equipment is then double checked for correct operation.

i. Approximately thirty minutes before takeoff the driftsight and sextant systems are purged. This operation is continued until one minute after engine start. During this purging period the B-configuration window covers are to be removed. After the above steps are completed the article is ready for launch inasmuch as Tracker Section is concerned.

j. Tracker personnel will meet article upon return and re-install B-configuration window covers.

k. After article has been removed to the hangar deck the tracker will be downloaded from article and removed to shop. The material is then removed from the tracker and turned over to the Special Equipment Section for processing.

l. Tracker man will be present at pilot debriefings.

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MATERIEL

Whale Tale Operation

PURPOSE: To outline procedures to be used by Director of Materiel personnel in the event a WHALE TALE operation is initiated.

1. Policy. WRSP-IV Memorandum Number MAT-8 applies to this operation.
2. Responsibilities:

a. The Director of Materiel will be responsible for monitoring and implementing so much of WRSP-IV Memorandum MAT-8 as applies to home station cargo movement.

b. The POL Section will be responsible for insuring that MIL SPEC 25524B fuel is on hand to support this operation. For planning purposes, this operation will normally require two R-2 type refuelers with 5,000 gallons of fuel in each. In addition, POL Section will furnish one man for deployment if deemed necessary by Commander. NOTE: This requirement will be normally determined by number of maintenance personnel deployed. POL man, when deployed, will be responsible for all fuel activities required during this operation. Close coordination will be exercised with Maintenance Supervisor.

c. Transportation Section will be responsible for transporting oil cargo and equipment, including R-2 refuelers and Special Equipment trailers, not airlifted to port. In addition, any additional transportation will be furnished through this section.

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ELINT SECTION

SOP'S

CARRIER OPERATIONS

ELINT

Pre-flight: The following systems will be pre-flighted when notified of pending Headquarters mission.

- a. System III
- b. System VI
- c. System IXA
- d. System XIII

Post-flight: System III will be the only System requiring post-flight.

Tape Check: Post-flight check sheets be filled out according to Headquarters SOP and filed in tape cans for shipment to Headquarters, one copy of data sheets remain in Commo file.

Times: Pre-flight approximately three to four hours required. Post-flight approximately two hours required.

COMMUNICATIONS

Pre-flight: Radio and NavAids

- a. SSB 618T-3 transceiver and BIRDWATCHER
- b. ARC-34, UHF transceiver
- c. ADF-21A, Direction Finder
- d. VOR, Navigation equipment

Times: One and half hours required to run through the sequence of check-off, most time used up for BIRDWATCHER.

Sign-Off Sheets: Communications Team Leader will check and note any aircraft write-ups on A/C logs. Corrections made on write-ups of electronics will be

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signed off by the Team Leader or one of the electronic techs working on the troubled unit. The Team Leader will attend pilots debriefings or appoint someone in his staff to do so.

Responsibility: The Communications Team Leader will be responsible to the Detachment Commander.

PERSONNEL

Personnel requirements for Communications and Elint activities:

- a. Engineer - Team Leader
- b. Electronic Tech - System III and Communications
- c. Electronic Tech - System VI and Communications
- d. Electronic Tech - System IXA, XII and Aids
- e. Wire/Tech - Teletype maintenance

Signal Center Requirements:

- a. CTC - Communicator
- b. CTC - Operator
- c. CTR - Radio monitor for BIRDWATCHER and SSB in radio room.

This does not include personnel that headquarters might want to supplement the task force.

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SIGNAL CENTER

SOP'S

CARRIER OPERATIONS

ENCIPHERING AND DECIPHERING/LOGGING AND FILING:

Procedures will be in accordance with the established KWCLUB regs.

DISTRIBUTION:

Incoming cables will be typed on DD Form 173 and 173-1; number of copies dependent on Commanders requirement.

SPECIAL PROCEDURES: In the event tape relay is used, DTG's must be obtained from the ship's communications officer.

ZFF-1: Procedures will be used on all traffic filed, follow up for immediate or priority will be made in one hour if ZDF-1 not received. The signal center will make arrangements for Project Commo Officer to be notified by host Commo Officer when a ZDF-1 is received from RUEADW (OPCEN)

RESPONSIBILITIES: The Communicator will be responsible to the Detachment Commander and the Communications Team Leader.

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(b)(1)
(b)(3)

22 JAN 64 18

CLASSIFIED MESSAGE

ORIG: J. W. CHERBONNEAUX
UNIT: IDRA/OSA
EXT:
DATE: 21 JAN 64

TO: KWCACUS
FROM: DIRECTOR
CONF: OPS 1-12
INFO:

	ACT	INFO
DFA		✓
PLANS		✓
D/TECH		
OXC		✓
IDEA		
SS		
MD		
WS		
INTEL		
AS		
COMMO		✓
CC		✓
FILE		

ROUTING			
1		2	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	
DEFERRED		PRIORITY	
ROUTINE		OPERATIONAL	
		IMMEDIATE	
		INITIALS	
		INITIALS	

38210

TO: PRIORITY CACTUS INFO CITE ADIC

RECITAL-X WHALE TALE TWO

0058

REF: CACTUS 5957 (IN 59548)

1. SECOND CARRIER TENG GROUP WILL PROCEED PENSACOLA NAS FOR CARRIER QUALS T-2A. GROUP IS TO BE IN PLACE PENSACOLA 26 JAN, AND WILL HAND CARRY NAVAL FLIGHT GEAR ISSUED THEM AT MONTEREY NAS.
2. MAJ JAMES CHERBONNEAUX AND MR THOMAS SWEENEY FROM HQ WILL MEET WITH GROUP AT PENSACOLA TO OBSERVE THIS PORTION OF THE CARRIER TENG.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICER

J. W. CHERBONNEAUX
IDRA/OSA

RELEASING OFFICER

SECRET

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy 11b.

21 16z
J. W. CHERBONNEAUX
IDEA/OSA
23 JAN 64

CLASSIFIED MESSAGE

~~SECRET~~

TO: KZCACTUS KWBEIGE
FROM: DIRECTOR
CONF: OPS 1-12
INFO:

	ACT	INFO
DPA		
PLAND		
D/TECH		
OKC		
IDEA		
ED		
ED		
VIS		
INTL		
AS		
COMMO		
CG		
FILE		

ROUTING			
1		9	
2		10	
3		11	
4		12	
5		13	
6		14	
7		15	
8		16	
DEFERRED	X	PRIORITY	INITIALS
ROUTINE		OPERATIONAL	INITIALS
		IMMEDIATE	

38357

TO: PRIORITY CACTUS INFO CITE ADIC 0115
BEIGE

RECITAL X WHALE TALE TWO
REF: ADIC 0059 (CUT 38210)

1. PENSACOLA CARRIER TRNG FOR SECOND GROUP WILL BE DELAYED DUE PRESSING NAVY REQUIREMENTS. SECOND GROUP NOW TO BE IN PLACE PENSACOLA 2 FEB 64. RESERVATIONS FOR GROUP HAVE BEEN MADE AT TOWN HOUSE MOTEL IN MAJ CHERBONNEAUX NAME. CONTACT AT PENSACOLA IS CAPT JOHN THOMAS (NOT CLEARED I)
2. POL HQ STAFF WILL OBSERVE PENSACOLA CARRIER TRNG 3-5 FEB: MR JAMES CUNNINGHAM, MR THOMAS SWEENEY, MAJ JAMES CHERBONNEAUX
3. MAJ CHERBONNEAUX AND MR SWEENEY (BOTH CLEARED I 3) WILL VISIT KZCACTUS AND KWBEIGE 27 THRU 29 FEB. PURPOSE OF VISIT IS TO ESTABLISH OPNL REQUIREMENTS AND PROCEDURES FOR FORTHCOMING U-2G SHIP-BOARD TEST, AND KWGLITTER U-2G QUALIFICATIONS.

END OF MESSAGE

JAMES A. CUNNINGHAM, JR. COORDINATING OFFICERS
DAD/OSA

DONALD E. SONGER
D/PA/OSA

RELEASING OFFICER

~~SECRET~~

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE		ROUTING	
ORIG: J. W. CHERBONNEAUX	SECRET	1	9
UNIT: IDEA/OSA		2	10
EXT:		3	11
DATE: 10 FEB 64		4	12
TO: KVCACTUS KWBEGE		5	13
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TO PRIORITY CACTUS BEIGE INFO

GTE ADIC

RECTAJ-X WHALE TALE THREE

0695

1. MSG TRAFFIC REFERRING TO THE U-2G TEST, PILOT QUALE AND THE KVCACTUS DETACH OPNL READY EXERCISE (29 FEB THRU 4 MAR 64) WILL BE SLOGGED WHALE TALE THREE.

2. KVCACTUS DET CMDR AND STAFF WILL MAKE A SURVEY TRIP TO THE ACFT CARRIER RANGER AS SOON AS THE CAPT AND SHIP'S SELECTED CREW MEMBERS ARE "I" CLEARED. THESE CLEARANCES ARE EXPECTED IN NEAR FUTURE. KVCACTUS SURVEY TEAM WILL BE IN CIVILIAN CLOTHES DURING VISIT ABOARD SHIP, AND WILL BE FREE TO DISCUSS ALL MATTERS PERTAINING TO THE FOREGOING WHALE TALE THREE OPN WITH THE CLEARED MEMBERS OF THE SHIP'S COMPANY. (NAMES WILL BE FWD BY SEP MSG).

3. THE COVER STORY OF THE SURVEY TEAM'S VISIT WILL BE: ALL MEMBERS OF THE TEAM ARE LOCATED CIVILIANS WORKING ON A SPECIAL PROJECT WITH THE OFFICE OF NAVAL RESEARCH. CAPT W E. LEMOS OF THE RANGER WILL BE THE ONLY MEMBER OF THE SHIP'S COMPLEMENT WHO WILL KNOW THE TRUE NAME AND STATUS OF THE SURVEY TEAM MEMBERS.

COORDINATING OFFICERS

~~SECRET~~

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AUTHENTICATION OF OFFICER

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ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TWO

40477

TO

INFO

CITE

4. REQ KWCACIUS FWD NAMES OF PERSONNEL FOR SURVEY TEAM TO HQ ASAP. THESE NAMES WILL BE FWD TO CAPT WM E. LEMOS THRU NAVAL CHANNELS. SUGGESTED STAFF MEMBERS OF TEAM ARE AS FOLLOWS: DET CMDR, DET OPS OFFICER, DET MAINT SUP, DET SPEC EQUIP SUP, DET S.O. AND DET COMMO CHIEF. (COORD WILL BE EFFECTED WITH NAVY BY HQ TO ALLOW DET COMMO CHIEF IN RANGER'S COMMO CENTER).

END OF MESSAGE

gregory in two places?

DONALD E. SONGER
D/FA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~SECRET~~

VERNON R. MORRIS
C/IDEA/OSA

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11 FEB 64 13 40z
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
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TO : KWCACUS
 FROM: DIRECTOR
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OPS 1-12

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40674

TO CACTUS INFO CITE ADIC

RECITAL X SHALE TALE THREE

REF: CACTUS 6137 (IN 62052)

0955

CONFIRMING TELECON MAJ CHERBONNEAUX TO COL GREGORY,
 KWCACUS SURVEY TRIP TO USS RANGER WILL BE SCHEDULED AFTER
 COL GREGORY'S RETURN FROM KWCOCOA.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

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RELEASING OFFICER

J. W. CHERBONNEAUX
 IDEA/OSA

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12 FEB 64 16 25
 ORIG: J. W. CHERBONNEAUX
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 DATE: 12 FEB 68

CLASSIFIED MESSAGE

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TO : KWCACUS

FROM: DIRECTOR

CONF:

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OPS 1-12

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40798

TO PRIORITY CACTUS INFO

CITE ADIC

RECITAL-X WHALE TALE THREE

0932

REP: A. ADIC 0932 (OUT 40567)

B. CACTUS 6182 (IN 62362)

RE REF B - HQ UNDERSTANDS PROBLEMS OF KWGLITTER UTILIZATION DURING THE END OF FEB, 1ST OF MAR. FYI, HQ NOW COORDINATING WITH USN AND LAC SO AS TO MAKE CARRIER SCHEDULE FLEXIBLE ENOUGH TO ACCOMMODATE TRNG OF MIN OF FOUR, MAX OF SEVEN KWGLITTERS. WILL ADVISE YOU ON THIS SCHEDULE AS SOON AS COORDINATION COMPLETED.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

J. W. CHERBONNEAUX
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12 FEB 64 16 70

ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
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 DATE: 12 FEB 64

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TO: KWCCTUS
 FROM: DIRECTOR
 CONF: OPS 1-12
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40799

TO: PRIORITY CACTUS INFO CITE ADIC 0993

RECITAL-X WHALE TALE THREE

REF: A. ADIC 0895 (OUT 40477)

B. CACTUS 6175 (IN 62279)

1. RE REF B, PARA 2 - HQ FEELS IT IS NOT NEC THAT

ACCOMPANY SURVEY TEAM TO USS RANGER,
 DUE TO FACT THAT BOTH WILL BE ABOARD SHIP FROM TWO TO THREE
 DAYS DURING WHALE TALE THREE EXERCISE.

2. RE PARA 3 - 24 FEB IS MOST LIKELY DATE FOR SURVEY
 TEAM TO GO ABOARD USS RANGER.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

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RELEASING OFFICER

J. W. CHERBONNEAUX
 IDEA/OSA

AUTHENTICATING OFFICER

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ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
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 DATE: 18 FEB 64

CLASSIFIED MESSAGE

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TO : KWCACUS KWBEIGE

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

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41715

TO PRIORITY CACTUS
BEIGE

INFO

CITE ADIC 1320

RECITAL X WHALE TALE THREE

1. MR. KENNETH C. ZEIGFIELD, FAA STAFF, CLEARED I-3, WILL BE IN THE LOS ANGELES AREA 18, 19 AND 20 FEB, TO COORD WITH L A FAA CENTER, RE WHALE TALE THREE EXERCISE.

2. HE WILL CALL EITHER MR. FRED CAVANAUGH OR MR. LADDIE SAKALA TO ASSIST IN ARRANGING FOR AN EXPEDITED IFR FLIGHT PLAN FOR U-2 FERRY FLIGHTS TO AND FROM THE USS RANGER.

3. FYI, U-2 FERRY FLIGHTS FOR THIS EXERCISE WILL BE IN THE BLACK EXCEPT WHEN WEATHER AT BURBANK IS I.F.R. IN THIS CASE, FAA FLIGHT PLANS WILL BE FILED IAW WITH KWBEIGE EXISTING PROCEDURES AND WILL LIST SAN CLEMENTE ISLAND ALP AS DESTINATION OR TAKE-OFF PT.

END OF MESSAGE

VERNON H. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

J. W. CHERBONNEAUX
 IDEA/OSA

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TO: KWCactus KWBReige KWWHALE

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

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42110

TO IMMEDIATE CACTUS INFO WHALE CITE ADIC 1433

RECITAL X WHALE TALE THREE

OPERATIONS ORDER 1-64

NICKNAME: WHALE TALE THREE (UNCLASSIFIED)

CHART AND MAP REF: ONC 404

1. GENERAL: A REQUIREMENT EXISTS TO TEST THE CARRIER MODIFIED U-2G AND THE EDWARDS DETACH FOR FEASIBILITY OF OPNS FROM A USN ACFT CARRIER. TO SATISFY THIS REQUIREMENT, LAC WILL PERFORM THE INITIAL TEST AND TRIALS OF THE U-2G ABOARD SHIP. WHEN THESE TRIALS HAVE BEEN SATISFACTORILY COMPLETED, A STAGING DETACH FROM KWCactus WILL COMMENCE CARRIER QUALS OF THE DETACH PILOTS. AFTER THE PILOTS HAVE BEEN QUALIFIED, THE DETACH ABOARD SHIP WILL GO THROUGH AN OPNL READINESS EXERCISE.

A. ENEMY FORCES (OMITTED)

B. FRIENDLY FORCES

(1) USN WILL:

(A) PROVIDE THE USS RANGER FOR THIS EXERCISE.

COORDINATING OFFICERS

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TO

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CITE

(B) PROVIDE AIR TRANSPORTATION TO
AND FROM THE RANGER FOR THE LAC PILOT.

(C) ASSIST KWCactus DETACH PERSONNEL
AS NECESSARY.

(2) KWBREIGE WILL:

(A) PROVIDE THE NEC PERSONNEL AND
EQUIP TO COMPLETE THE CARRIER TEST AND
TRIALS OF THE U-2G.

(B) PROVIDE FUEL TRUCK AND NEC FUEL
FOR ALL FLICET PHASES OF THIS EXERCISE.

(C) BRIEF AND ASSIST THE KWCactus
DETACH AS REQUIRED, TO FACILITATE THE
TRANSITION FROM PHASE ONE TO PHASE TWO OF
THIS OPNS ORDER.

(D) PROVIDE FOR THE LAC PILOT TO MAKE
BOTH INITIAL ~~AND~~ FLIGHT^S AND LANDINGS OF ACFT
340 AND 362 ABOARD THE RANGER.

COORDINATING OFFICERS

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PAGE THREE

TO

INFO

CITE

(E) PAINT U-2G ACFT IAW ONR MARKINGS.

II. MISSION:

(3) ODUNIT - will provide AIRLIFT support for KWCactus Staging

PHASE ONE: TO TEST THE FEASIBILITY OF OPERATING
THE U-2G FROM ACFT CARRIERS.

PHASE TWO: TO QUALIFY THE KWCACUS PILOTS IN OPERATING
THE U-2G ABOARD ACFT CARRIERS.

PHASE THREE: TO EXERCISE THE KWCACUS DETACH OPNL
CAPABILITY AND EFFECTIVENESS ABOARD ACFT CARRIERS.

III. TASK ORGANIZATIONS:

A. HQ IDEALIST WILL:

(1) OBTAIN USN APPROVAL AND COORD FOR THE
USE OF THE USS RANGER.

(2) OBTAIN ACFT TO SUPPORT THE DEPLOYMENT
OF KWCACUS PERSONNEL AND EQUIP TO AND FROM
SAN DIEGO.

(3) ESTABLISH A COMMO LINK BETWEEN PROJ HQ
AND THE USS RANGER.

COORDINATING OFFICERS

RELEASING OFFICER

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PAGE FOUR

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(4) COORD WITH KWBEIGE FOR THE MOVEMENT OF
KWBEIGE PERSONNEL AND EQUIP.

(5) PROVIDE TO KWBEIGE AND KWCACTUS NAMES
OF CLEARED USN CONTACTS AND THE PROCEDURES FOR
REQUESTING ANY REQUIRED SUPPORT.

(6) ARRANGE FOR RADAR SUPPRESSION, ACQUIRE
WARNING AREAS CLEARANCE AND COORD WITH FAA AS
REQUIRED FOR ALL FLIGHTS DURING THIS EXERCISE.

(7) PLAN AND DIRECT THE KWCACTUS DETACH
SIMULATED COMBAT MSNS AND OPNL READY EXERCISE.

B. KWCACTUS WILL:

(1) PLAN TO HAVE AN OBSERVER TEAM CONSISTING
OF CMDR, OPS OFFICER, ALL KWGLITTERS AVAIL AND
SELECTED DETACH SUPS IN SAN DIEGO BY 1900L, FRI,
28 FEB, TO OBSERVE PHASE ONE OF THE OPNS ORDER.

(2) PROVIDE FOR A STAGING TEAM CONSISTING OF
THE REQ PERSONNEL AND EQUIP TO CONDUCT PHASE TWO

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CITE

AND PHASE THREE OF THIS OPS ORDER (AS DEFINED IN ANNEX B).

(3) PROVIDE HQ ASAP WITH WEIGHT AND CUBE OF CARGO, SIZE OF LARGEST ITEM OF CARGO, AND NRE AND NAMES OF PERSONNEL ACCOMPANYING STAGING TEAM.

IV. GENERAL INSTRUCTIONS:

A. PLANNING AND PREPARATION FOR THIS OPN WILL BE IMPLEMENTED UPON RECEIPT OF THIS ORDER. ACTUAL DEPLOYMENT OF KVCACTUS DETACH WILL NOT COMMENCE UNTIL DIRECTED BY HQ.

B. ALL MSG REFERRING TO THE OPN WILL BE SLOGGED WHALE TALE THREE.

C. KVCACTUS STAGING TEAM CMDR WILL CARRY A COPY OF ALL MSG SLOGGED WHALE TALE THREE ON DEPLOYMENT.

D. AIRLIFT SCHEDULE: (SEE ANNEX A) (SCHEDULE OF EVENTS).

COORDINATING OFFICER:

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PAGE SIX

TO

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CITE

E. PHASING OF DEPLOYMENT: (SEE ANNEX A) (SCHEDULE OF EVENTS).

V. ADMINISTRATIVE AND LOGISTICAL MATTERS:

A. ADMINISTRATIVE:

(1) MAJ CHERBONNEAUX HAS BEEN DESIGNATED AS
PROJECT OFFICER FOR THIS OPERATION. HE WILL COORD
ALL MATTERS PERTAINING TO ADMINISTRATIVE AND OPNL.

(2) COVER BY SEP MSG.

(3) SECURITY SEE ANNEX D.

(4) LOGISTICS SEE ANNEX E.

VI. COMMAND AND COMMUNICATIONS:

A. COMMAND:

(1) MR JAMES CUNNINGHAM WILL BE CMDE OF ALL
PROJECT IDEALIST ASSETS FOR THIS EXERCISE.

(2) MR [] WILL BE DESIGNATED
THE KWCACTUS STAGING TEAM CMDR.

E. COMMUNICATIONS: SEE ANNEX F.

COORDINATING OFFICERS

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TO

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ANNEXES:

ANNEX A - SCHED OF EVENTS

ANNEX B - OPERATIONS

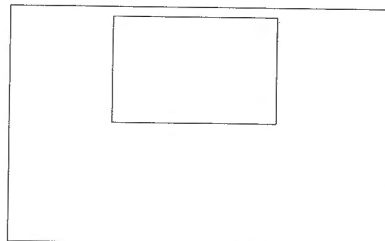
ANNEX C - NONE

ANNEX D - SECURITY

ANNEX E - LOGISTICS

ANNEX F - COMMO

END OF MESSAGE



/ DONALD E. SONGER
D/FA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

VERNON R. MOHITS
C/IDEA/OSA

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ORIG: J. W. CHERBONNEAU
 UNAT: IDEA/OSA
 EXT:
 DATE: 18 FEB 64

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TO: KWCACTUS KWBEIGE

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

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TO IMMEDIATE CACTUS BEIGE INFO

CITE ADIC 1434

RECITAL X WHALE TALE THREE

ANNEX A TO OPERATIONS ORDER 1-64

SCHEDULE OF EVENTS:

DATE	DAY	TIME	EVENT
28 FEB 64	FRI	1900L	LAC GROUND SUPPORT EQUIPMENT LOADED ABOARD SHIP AND PERSONNEL ASHORE FOR NIGHT - NAVY NORTH ISLAND.
29 FEB 64	SAT	0700L	ALL PERSONNEL ABOARD SHIP.
29 FEB 64	SAT	0800L	RANGER LEAVES DOCK AND HEADS FOR POSITIONS SOUTH OF SAN CLEMENTE IS.
29 FEB 64	SAT	1000L	362 LANDS (LAC PILOT)
29 FEB 64	SAT	1000/1200L	SIX TRAPPED LANDINGS (LAC PILOT).
29 FEB 64	SAT	1200/1300L	LUNCH
29 FEB 64	SAT	1400L	DECK HANDLING AND STOWAGE DEMO.
29 FEB 64	SAT	1445L	REFUEL - FULL TANKS.

COORDINATING OFFICERS

~~TOP SECRET~~

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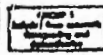
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29 FEB 64	SAT	1530L
		MAX WT T.O. DEMO AND FUEL DUMP
		362 RETURNS BUR. BACK TO PORT
1 MAR 64	SUN	
		CONTRACTOR ANALYZES DATA.
1 MAR 64	SUN	1900L
		EDWARDS DETACH ARR SAN DIEGO,
		EQUIP LOADED ABOARD, PERSONNEL
		ASHORE FOR NIGHT.
2 MAR 64	MON	0700L
		ALL PERSONNEL ABOARD SHIP.
2 MAR 64	MON	0800L
		RANGER LEAVES DOCK FOR SAME
		OPS AREA AS BEFORE.
2 MAR 64	MON	1000L
		362 LANDS (LAC PILOT)
		LAC PILOT RETURNS BUR. VIA
		NAVY 82F FOR 348 PICK UP.
2 MAR 64	MON	1000/1100L
		#1 PILOT QUAL, TWO TOUCH AND GO
		AND TWO TRAPPED LANDINGS - MOVE
		362 FWD ON MAIN DECK.

COORDINATING OFFICERS

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DATE	DAY	TIME	EVENT
2 MAR 64	MON	1100L	348 LANDS, - STOW 348 BELOW - HANGAR BAY
2 MAR 64	MON	1100/1200L	#1 PILOT QUAL - TWO TRAPPED LANDINGS, STOW 362 BELOW.
2 MAR 64	MON	1200/1300L	LUNCH
2 MAR 64	MON	1300/1500L	#2 PILOT QUAL WITH 348.
2 MAR 64	MON	1500/1700L	#3 PILOT QUAL WITH 348.
2 MAR 64	MON	1730L	STOW 348 BELOW, BACK TO PORT.
3 MAR 64	TUES	0500L	ALL PERSONNEL ABOARD.
3 MAR 64	TUES	0600L	RANGER LEAVES DOCK.
3 MAR 64	TUES	0800L	USCM (MEN ALERT)
3 MAR 64	TUES	0800/1000L	#4 PILOT QUAL WITH 362.
3 MAR 64	TUES	1000/1200L	#5 PILOT QUAL WITH 348.
3 MAR 64	TUES	1200/1300L	LUNCH
3 MAR 64	TUES	1300/1500L	#6 PILOT QUAL WITH 362.
3 MAR 64	TUES	1500L	362 T.O. FOR BUR. (LAC PILOT) (595 FUEL LOAD)

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DATE	DAY	TIME	EVENT
3 MAR 64	TUES	1500/1700L	#7 PILOT QUAL WITH 348.
3 MAR 64	TUES	P.M.	348 OPS READY FOR WED. T.O. RANGER REMAINS AT SEA.
3 MAR 64	TUES	2000L	MSN PLAN TIME.
4 MAR 64	WED	0800L	LAUNCH 348 ON MSN PROFILE (FULL FUEL LOAD)
4 MAR 64	WED	1100L	348 DUMPS FUEL - RETURNS TO SHIP AND LANDS.
4 MAR 64	WED	1200L	348 REFUELED AND LAUNCHED BACK TO EDWARDS.

DONALD E. SONGER
D/FA/OSA

COORDINATING OFFICERS

VERNON R. MORRIS
C/IDEA/OSA

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ORG: J. W. SCHERBONNEAU
 UNIT: IDEA/OSA
 EXT:
 DATE: 18 FEB 64

152 CLASSIFIED MESSAGE
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TO : KWCACTUS KWBEIGE
 FROM: DIRECTOR
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 INFO: OPS 1-12

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TO PRIORITY CACTUS BEIGE INFO

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RECITAL-X WHALE TALE THREE

ANNEX B TO OPERATIONS ORDER 1-64

OPERATIONS:

I. MISSION: TO EXTEND THE FLEXIBILITY OF PROJECT IDEALIST U-2 PHOTOGRAPHIC AND ELECTRONIC COVERAGE OF WORLD WIDE TARGETS BY QUALIFYING THE IDEALIST DETACH LOCATED AT KWCACTUS IN ALL PHASES OF OPERATING A U-2 FROM AN ACFT CARRIER. TO ACCOMPLISH THIS, A THREE PHASE EXERCISE WILL BE CONDUCTED ABOARD THE USS RANGER BASED AT SAN DIEGO.

II. OPERATIONAL CONCEPT: THE FIRST DAY OF THIS EXERCISE, LAC WILL COMPLETE THE FINAL TEST AND TRIALS REQUIRED TO PROVE THE FEASIBILITY OF OPERATING A U-2G ABOARD AN ACFT CARRIER. THE FOL DAYS ABOARD THE RANGER WILL BE DEVOTED TO THE QUAL OF KWCACTUS KWGLITTERS, AND EXERCISING THE DETAILS OF A LAUNCH AND RECOVERY OF AN OPNL U-2 MSN FROM AN ACFT CARRIER.

III. GENERAL:

A. BOTH CARRIER MODIFIED ARTICLES WILL BE USED
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FOR THIS EXERCISE. LAC PILOT SHUMACHER WILL FLY BOTH, ABOARD THE RANGER ON 2 MAR. BOTH ACFT WILL BE STOWED ABOARD ON NIGHT OF 2 MAR AND 348 WILL BE STOWED ABOARD ON NIGHT OF 3 MAR.

B. THE U-2'S WILL BE ALTERNATED DURING THE QUAL FLIGHTS. THE ONE NOT BEING FLOWN WILL BE STORED ON THE HANGAR DECK.

C. FOR ALL TRAPPED LANDINGS ABOARD, INCLUDING THE LAC DEMO LANDINGS, THE FOL PROCEDURES WILL APPLY:

- (1) AFTER ACFT HAS COME TO COMPLETE STOP ON THE DECK, THE DETACH MAINT SUP WILL GIVE THE PILOT A CUT ENG SIGNAL.
- (2) ACFT WILL THEN BE TOWED TO THE AFT END OF THE AXIAL DECK.
- (3) ACFT INSPECTED AND SUMP TANK TOPPED OFF.
- (4) ACFT STARTED AND T.O. MADE ALONG AXIAL DECK.

D. TWO HRS ARE PLANNED FOR EACH PILOT QUAL SORTIE.

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THIS INCLUDES 20 MIN FOR INITIAL TAKE-OFF AND TWO TOUCH AND GO LANDINGS; PLUS ANY WAVE OFF'S REQ; 20 MIN BETWEEN EACH TRAPPED LANDING; (PER PARA C) AND 20 MIN FOR PREPARATION OF ACFT FOR NEXT SORTIE.

E. TO SIMULATE INsofar AS POSSIBLE, EVERY ASPECT OF AN ACTUAL DEPLOYMENT TO AN ACFT CARRIER, THE KWCACTUS PERSONNEL AND EQUIP WILL BE DEPLOYED FROM KWCACTUS ON 1 MAR AT 1700L TO EAN DIEGO. THEY WILL LOAD THE EQUIP ABOARD THE RANGER BY 1900L. THE PERSONNEL MAY STAY ASHORE THE NIGHT OF 1 MAR. ALL PERSONNEL WILL BE ABOARD THE RANGER BY 0700L ON 2 MAR. PERSONNEL MAY GO ASHORE ON THE NIGHT OF 2 MARCH. TO BE BACK ABOARD BY 0500L, 3 MAR. DET PERSONNEL WILL STAY ABOARD SHIP UNTIL THE QRE HAS BEEN COMPLETED AND THE SHIP RETURNS TO DOCK ON 4 MAR. THE DET PERSONNEL AND EQUIP WILL BE REDEPLOYED TO KWCACTUS ON 4 MAR AS SOON AS THE EQUIP CAN BE OFF LOADED FROM THE SHIP

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AND LOADED ON THE SUPPORT ACFT.

P. FOR THIS SIMULATED COMBAT MSN, THE U-2 USED WILL BE LOADED INSOFAR AS POSSIBLE WITH A COMPLETE OPNL MEN SPEC EQUIP LOAD. A FULL FUEL LOAD TAKE-OFF WILL BE MADE, AND A CLIMB TO MAX ALT COMPLETED. THE MSN WILL BE FLOWN, AND THE RECOVERY BACK ABOARD WILL BE MADE UTILIZING THE RANGERS RADAR APPROACH SYSTEM. THE PILOT WILL DUMP FUEL PRIOR TO LANDING. THE U-2 WILL BE TAKEN BELOW, AND THE SPEC EQUIP OFF LOADING EXERCISE CONDUCTED, THEN THE ARTICLE WILL BE REFUELED AND LAUNCHED ON ITS RETURN FLIGHT TO KWCACTUS.

G. THE B CAMERA AND TRACKER CAMERA WILL BE ON THE SIMULATED OPNL MSN, WITH A PLAIN LOWER HATCH. EVERY ATTEMPT WILL BE MADE TO SCREEN THE LOADING/UNLOADING EXERCISE OF THIS EQUIP ON THE U-2 FROM UNCLEAR EYES ABOARD SHIP. IF IT IS FOUND TO BE IMPOSSIBLE TO SCREEN THIS PORTION OF THE EXERCISE, THEN THE EQUIP WILL BE LEFT IN THE BOXES, AND

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THE LOADING/UNLOADING SIMULATED.

IV. EMERGENCY PROCEDURES:

A. SAN CLEMENTE ISLAND WILL BE THE PRIMARY ALTERNATE FOR EMERG LANDINGS DURING THIS EXERCISE.

B. 100 GAL OF FUEL WILL BE ABSOLUTE MIN FOR LANDINGS ABOARD SHIP. WITH LESS THAN 100 GAL, THE PILOT WILL PROCEED TO SAN CLEMENTE ALF AND LAND.

C. IN CASE OF ACFT RADIO FAILURE, THE LSO WILL ATTEMPT TO LAND THE U-2 BY USE OF PADDOLES. AFTER TWO UNSUCCESSFUL LANDING ATTEMPTS, THE PILOT WILL PROCEED TO KWCACTUS, FUEL PERMITTING, OR IF AT MIN FUEL SAN CLEMENTE ISLAND.

V. COMMUNICATIONS:

A. FLIGHT PLANS WILL NOT BE FILED FOR ANY OF THE FLIGHTS OF THIS EXERCISE. RADAR SUPPRESSION WITH NORAD AND FAA COORD WILL BE ACCOMPLISHED BY HQ. IF WX AT BURBANK REQUIRES FLIGHTS FROM BURBANK TO THE

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CARRIER TO BE ON A FAA CLEARANCE, LAC PILOT WILL FILE
IN ACCORDANCE WITH EXISTING STANDARD PROCEDURES, AND
LIST SAN CLLEMENTE IS ALF AS DESTINATION.

B. THE POL CALL SIGNS ARE ASSIGNED FOR THE DAYS
AND FLIGHTS AS INDICATED. THESE CALL SIGNS HAVE BEEN
COORD WITH FAA AND NORAD.

2 MAR	362	FERRY TO RANGER	KAYAK 02
	362	#1 PILOT QUAL	KAYAK 03
	348	FERRY TO RANGER	KAYAK 04
	348	#2 PILOT QUAL	KAYAK 05
	348	#3 PILOT QUAL	KAYAK 06
3 MAR	362	#4 PILOT QUAL	KAYAK 07
	348	#5 PILOT QUAL	KAYAK 08
	362	FERRY TO BURBANK	KAYAK 10
	348	#7 PILOT QUAL	KAYAK 11
4 MAR	348	SIM OPNL MSN	KAYAK 12
	348	FERRY TO BURBANK	KAYAK 13

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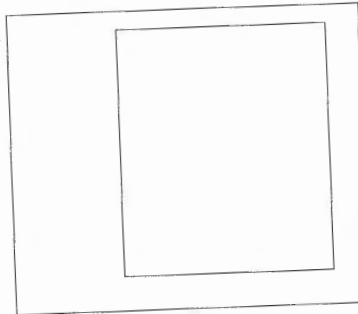
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C. MSG TRAFFIC

(1) ALL MSG REFERRING TO THIS OPN WILL BE
SLUGGED WHALE TAIL THREE.

(2) RECITAL SLUG WILL BE USED ON ALL OPS TRAFFIC.

END OF MESSAGE



DONALD E. SONGER
D/PA/OSA

COORDINATING OFFICER'S

VERNON R. MORRIS
C/IDEA/OSA

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19 FEB 64 10:00 CLASSIFIED MESSAGE
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 19 FEB 64

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TO: KWCACUS

FROM: DIRECTOR

CONF:

INFO: OPA 1-12

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TO: PRIORITY CACTUS

INFO

CITE ADIC

1344

RECITAL-X WHALE TALE THREE

REF: CACTUS 6242 (IN 63218)

1. RE PARA 1 AND 2 REF MSG, HQ SUGGEST THAT MIRROR ANGLE BE DECREASED BY JACKING REAR END OF TRAILER TO GIVE ACTUAL U-2G PCLP LANDING APPROACH ANGLE. HQ BELIEVES DUE TO SPEED OF CARRIER AND POSSIBILITY OF INCREASED LANDING SPEED OF U-2 GOING ABOARD, THAT SHIP BORNE MIRROR SYSTEM CAN BE USED FOR U-2G LANDINGS. THIS WILL BE PROVEN BY 29 FEB TEST AND TRIALS.

2. RE PARA 3 AND 4 IN REF MSG, HQ CONCURS WITH L/CMDRS REVISED TRAINING REQUIREMENTS, HOWEVER, SUGGEST YOU REVIEW THIS ADDITIONAL TRAINING TO ASSURE COMPLETION OF REQUIRED SORTIES ON ALL KWGLITTERS PRIOR TO 29 FEB.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

RELEASING OFFICER

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J. W. CHERBONNEAUX
 IDEA/OSA

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20 FEB 64 16 50 Z
 ORG: J. W. CHERBONNEAU
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 DATE: 19 FEB 64

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TO: KWCACUS

FROM: DIRECTOR

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42058

TO: PRIORITY CACTUS INFO CITE ADIC

RECITAL-X WHALE TALE THREE

1408

REF: ADIC 0895 (OUT 40477)

1. FYI PROJ HQ HAS OBTAINED REQUIRED CLEARANCES ON USS RANGER PERSONNEL, PLUS CNO'S CONCURRENCE OF SURVEY TEAMS VISIT ON 25 FEB 64.
2. MAJ CHERBONNEAU AND MR [REDACTED] (I-3) FROM PROJ HQ WILL ACCOMPANY KWCACUS SURVEY TEAMS VISIT TO THE RANGER. MAJ CHERBONNEAU AND [REDACTED] WILL ARR KWCACUS ON 23 FEB 64, AND WILL RETURN TO KWCACUS AND REMAIN UNTIL COMPLETION OF WHALE TALE THREE EXERCISE. SURVEY TEAM WILL PROCEED KWCACUS SAN DIEGO AND KWCACUS VIA COMM AIR.
3. FYI, THE FOL PERSONNEL OF THE RANGER ARE CLEARED IDEALIST:
 CAPT WILLIAM E. LEMOS, CMDG OFF.
 CMDR WILLIAM R. FLANAGAN, EX OFF.
 CMDR WILLIAM W. PORTER, OPS OFF.
 CMDR MORRIS G. ESWIOL, AIR OFF.
 L/CMDR LAWRENCE H. WELLS, COMMO OFF.

COORDINATING OFFICER

RELEASING OFFICER

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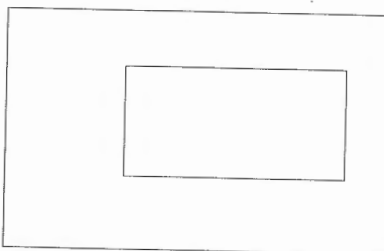
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TO INFO CITE 1408

REQ KWCATUS S.O. BRIEF CAPT LEMOS AND OTHERS OF ABOVE GROUP WHO,
IN CAPT LEMOS' OPINION, SHOULD BE BRIEFED.

4. NEW SUBJECT. IF POSSIBLE, REQ YOU SCHEDULE MAJ CHERBONNEAUX
FOR ONE SORTIE IN THE ^{u2/}U-2G, PLUS AS MANY T 33 SORTIES AS
POSSIBLE DURING HIS VISIT.

END OF MESSAGE



DONALD E. SORGER
D/FA/OSA
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VERNON R. MORRIS
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 EXT:
 DATE: 19 FEBRUARY 1964

CLASSIFIED MESSAGE

~~T-O-P~~
~~S-E-C-R-E-T~~

TO : KWCACUS, KWBIGE, KWWHALE

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

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TO PRIORITY CACTUS, INFO WHALE
BEIGE

CITE ADIC 1436

RECITAL X - WHALE TALE THREE

ANNEX E TO OPOED 1-64

LOGISTICS

I. SUPPLY

A. PAK SPARES - SUFFICIENT SPARES WILL BE TAKEN TO ENABLE THE DETACHMENT TO BE COMPLETELY SELF SUPPORTING FOR THE DEPLOYMENT PERIOD. A SPARE ENGINE AND ENGINE ROLL BACK CAPABILITY WILL NOT BE DEPLOYED. IF ENGINE REMOVAL IS REQUIRED, AIRCRAFT WILL BE OFF LOADED AT DOCKSIDE TO PERFORM REQUIRED WORK ASHORE.

B. RESUPPLY - WILL BE OBTAINED FROM DETACHMENT AT-HOME-ASSETS. METHOD OF TRANSPORTATION FROM EDWARDS TO CARRIER WILL BE AT DETACHMENT COMMANDER'S DISCRETION.

C. FUEL

1. SUFFICIENT QUANTITIES OF MIL SPEC 25524B FUEL WILL BE DEPLOYED BY KWBIGE TO SUPPORT ENTIRE WHALE TALE THREE OPERATION.

2. OTHER FUELS NOT REQUIRED.

COORDINATING OFFICERS

~~T-O-P~~
~~S-E-C-R-E-T~~

REL-ASING OFFICER

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D. OXYGEN/NITROGEN - SUFFICIENT QUANTITIES WILL BE DEPLOYED TO SUPPORT MISSION REQUIREMENTS.

E. FILM - UNIT WILL SIMULATE DEPLOYMENT OF FILM LOAD FOR EXERCISE MISSION.

II. EQUIPMENT

A. ITEMS OF EQUIPMENT TO BE DEPLOYED WILL BE DETERMINED BY THE DETACHMENT COMMANDER AND STAFF AFTER THE INITIAL SURVEY TRIP IS MADE ABOARD THE CARRIER. SUFFICIENT ITEMS WILL BE DEPLOYED TO SUPPORT ALL SCHEDULED OPERATIONS OF WHALE TALE THREE.

B. SUFFICIENT SYSTEMS AND CONFIGURATIONS OR EQUIVALENTS WILL BE DEPLOYED TO SIMULATE ACTUAL MISSION.

III. MAINTENANCE

NORMAL PRE-FLIGHT AND POST-FLIGHT MAINTENANCE WILL BE ACCOMPLISHED ABOARD THE CARRIER.

IV. TRANSPORTATION

A. AIRLIFT - AIRLIFT WILL BE SCHEDULED BY PROJECT HEADQUARTERS TO DEPLOY DETACHMENT EQUIPMENT FROM EDWARDS AFB TO NAVAL AIR STATION, NORTH ISLAND.

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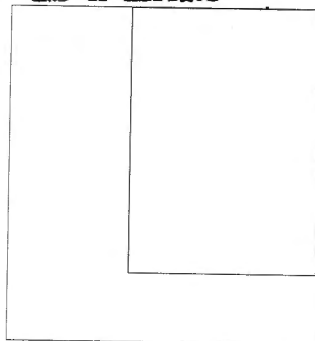
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B. TRANSPORTATION FOR RESUPPLY OF SPARES WILL BE PROVIDED
BY THE DETACHMENT.

END OF MESSAGE



DONALD E. SONGER
D/YA/OSA

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COORDINATING OFFICERS

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D. W. VANFELD
C/MD/OSA

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ORIG: []
 UNIT: OSA/Security
 EXT: []
 DATE: 19 February 1964

TO : KWCACTUS, KWBEIGE, KWWHALE

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

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TO PRIORITY CACTUS, INFO WHALE
 BEIGE

CITE ADIC 1437

RECITAL X - WHALE TALE THREE

ANNEX D TO OPOD 1-64

SECURITY

1. SECURITY OF THE EXERCISE WILL BE IMPLEMENTED AND MAINTAINED IN ACCORDANCE WITH ESTABLISHED PROJECT STANDARDS.

A. ARTICLE WILL BE HOUSED IN THE HANGAR BAY SITUATED ON THE HANGAR DECK. CONTINUOUS CONTROL WILL BE EXERCISED OVER ARTICLE, FUEL, CLASSIFIED SPECIAL EQUIPMENT AND DOCUMENTS ATTENDANT TO THE EXERCISE. MAXIMUM UTILIZATION WILL BE MADE OF THE USMC SHIPS PERSONNEL FOR GUARD COVERAGE. REQUESTS FOR SUPPORT IN THIS AREA SHOULD BE DIRECTED TO THE CO OF THE RANGER.

B. STAFF SECURITY OFFICER WILL CONDUCT A FINAL INSPECTION OF THE PILOT AND ARTICLE TO INSURE STERILITY COMPATIBLE WITH COVER STORY ESTABLISHED FOR THIS EXERCISE. THIS INSPECTION WILL BE MADE AT THE TIME THE AIRCRAFT LEAVES THE RANGER ON SIMULATED MISSION.

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DEFERRED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE 2

TO

INFO

CITE

C. THE SENIOR SECURITY OFFICER WILL PERFORM LIAISON WITH THE NAVAL PERSONNEL CONSISTENT WITH THE DESIRES OF THE DETACHMENT COMMANDER.

D. IDEALIST BRIEFINGS WILL BE KEPT TO A MINIMUM AND WILL BE RESTRICTED TO THOSE WHO HAVE AN ACTUAL "NEED TO KNOW". IDENTITIES OF CLEARED PERSONNEL OF THE RANGER HAVE BEEN PROVIDED BY SEPARATE MESSAGE, BRIEFINGS SHOULD BE IN ACCORDANCE WITH INSTRUCTIONS NOTED IN THIS MESSAGE.

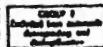
E. SECURITY WILL INSURE THE EXTERNAL SECURITY OF THE BRIEFING AREA DURING ALL BRIEFING SESSIONS.

F. DETACHMENT PERSONNEL WILL MAINTAIN A HIGH STANDARD OF PERSONAL CONDUCT ABOARD SHIP AND WILL ABIDE BY ALL REGULATIONS GOVERNING SHIP'S PERSONNEL. IN THIS REGARD, THERE WILL BE NO DRINKING OF ALCOHOLIC BEVERAGES WHILE ON BOARD THE RANGER. NO LIQUOR SHOULD BE BROUGHT ABOARD.

G. THE SENIOR SECURITY OFFICER WILL INSURE THE REMOVAL OF ALL CLASSIFIED WASTE AND THE STERILITY OF THE OPERATIONAL COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER



AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

CLASSIFIED MESSAGE

~~TOP SECRET~~
 ORIG :
 UNIT :
 EXT :
 DATE :

TO :

FROM :

CONF :

INFO :

ROUTING

1		9	
2		10	
3		11	
4		12	
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6		14	
7		15	
8		16	
DEFERRED		PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE 3

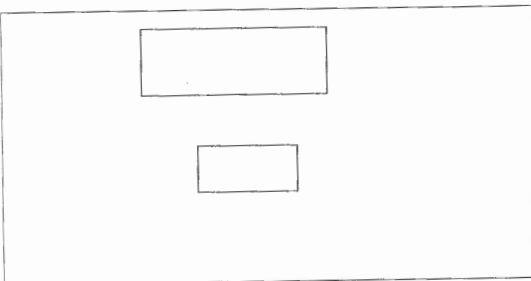
TO

INFO

CITE

AREA AT THE TERMINATION OF THE EXERCISE.

H. SECURITY, THROUGH THE SHIPS CO, WILL INSURE THAT NO PHOTOGRAPHS OF THE ARTICLE OR SPECIAL EQUIPMENT ARE TAKEN BY THE SHIP'S COMPANY. ALSO DISTRIBUTION OF THE VIDEO TAPES REFLECTING LANDINGS AND LAUNCHING OF THE ARTICLE SHOULD BE CLOSELY CONTROLLED.



COORDINATING OFFICERS

 DONALD E. SONGER
 D/FA/OSA
 RELEASING OFFICER
~~TOP SECRET~~
 GROUP 1
 Excluded from automatic
 downgrading and
 declassification

 AC/BS/OSA
 AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

25 FEB 64 14 02
 ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 25 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

1		9
2		10
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5		13
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7		15
8		16
DEFERRED		X
ROUTINE		
PRIORITY		
OPERATIONAL		
IMMEDIATE		

TO: KWCACUUS

FROM: DIRECTOR

CONF:

INFO: OPS 1-12

	ACT	INFO
DFA		✓
PLANS		✓
D/TECH		
OKC		
IDEA		✓
SS		
NO		
WE		
INTEL		
AS		
COMMO		
CC		
FILE		✓

42673

TO: PRIORITY CACTUS INFO CITE ADIC

RECITAL X WHALE TALE THREE

.1608

REF: A. ADIC 1435

B. TELECON SONGER AND GREGORY

RE REF PARA III.G, THIS MSG AUTH TO USE "B" HATCH,
 WITH HATCH COVERS INSTALLED, FOR SIMULATED OPERATIONAL MEN.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

(b)(1)
 (b)(3)

27 FEB 64
TO: VERNON R. MORRIS
UNIT: IDEA/OSA
EXT:
DATE: 27 FEB 64

13 CLASSIFIED MESSAGE
~~TOP SECRET~~

ROUTING			
1	AD/OSA	9	CC/OSA
2	PA/OSA	10	RA/OSA
3	DI/FA/OSA	11	
4	IDEA/OSA	12	File
5	COMM/OSA	13	
6	MD/OSA	14	
7	SS/OSA	15	
8	SD/OSA	16	
DEFERRED		PRIORITY	INITIALS
ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

TO: KWHHALE KWBEIGE KWCACTUS
FROM: DIRECTOR
CONF:
INFO: OPS 1-12

43168

TO IMMEDIATE WHALE INFO BEIGE CACTUS CITE ADIC 01783

RECITAL-X WHALE TALE THREE
ADDENDUM TO ANNEX A
OPORD 1-64
SCHEDULE OF EVENTS FOR SUPPORT AIRLIFT.

1. POL IS SCHEDULE OF EVENTS FOR SUPPORT AIRLIFT:
01/2100Z MAR - SUPPORT PERSONNEL AND EQUIP DEPT KWCACTUS.
01/2200Z MAR - SUPPORT PERSONNEL AND EQUIP ARR NO. ISLAND
NAS SAN DIEGO.
05/0100Z MAR - SUPPORT PERSONNEL AND EQUIP DEPT NO. ISLAND.
05/0200Z MAR - SUPPORT PERSONNEL AND EQUIP ARR KWCACTUS.
2. REQ AIRLIFT FOR THIS DEPLOYMENT TO BE IN PLACE SUFFICIENT
TIME TO MEET ABOVE SCHEDULE.
A. TOTAL WT - 22,710 LBS AND 1724.7 CUBE.
B. LARGEST ITEMS OF EQUIP - MAINT TRAILER 5000 LBS,
412 CU, 115 X 66 X 94 INCHES; KWMARK 3 CONTAINER 740 LBS,
145 CU, 78 X 45 X 77 INCHES. MANY ITEMS NON-STACKABLE.

COORDINATING OFFICERS
~~TOP SECRET~~
RELEASING OFFICER AUTHENTICATING OFFICER
REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

UNIT:
EXT:
DATE:

~~TOP SECRET~~

TO :

FROM:

CONF:

INFO:

PAGE TWO

ROUTINE	
1	10
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3	12
4	13
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6	15
7	16
8	

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

43168

C. THERE WILL BE 35 PASSENGERS AND BAGGAGE
(BAGGAGE WT 1500 LBS) FOR PAX ACFT ON 1 MARCH, AND
50 PASSENGERS AND BAGGAGE (BAGGAGE AT 2000 LBS) ON
5 MARCH.

END OF MESSAGE

DONALD E. SONGER
D/FA/OSA

VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

CLIP 1
Control for security
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

27 FEB 64 16 56z CLASSIFIED MESSAGE

ORIG: [REDACTED]
 UNIT: IDEA/OSA
 EXT: [REDACTED]
 DATE: 27 FEB 64

TO: KWCATUS
 FROM: DIRECTOR
 CONF: [REDACTED]
 INFO: OPS 1-12

SECRET

	ACT	INFO
DFA		
PLANE		
D/TECH		
OKC		
IDEA		
BS		
MD		
WS		
INTEL		
2.1		
CONCO		
EC		
WILL		

ROUTING			
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DEFERRED	PRIORITY	INITIALS
<input checked="" type="checkbox"/>		
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

43198

TO: PRIORITY CACTUS INFO CITE ADIC 1807

RECITAL X WHALE TALE THREE

PASS TO MAJ J. W. CHERBONNEAUX

1. THE POLG HQ PERSONNEL WILL ATTEND THE WHALE TALE THREE EXERCISE ON THE DATES INDICATED:

29 FEB 64

MR. JAMES A. CUNNINGHAM, JR., MR. [REDACTED]

LT/COL ZANE HALL,

LT/COL P.J. MC CARTHY, MAJ JAMES CHERBONNEAUX, CAPT KENNETH GUTKUNST.

2-4 MAR 64

MR. CUNNINGHAM [REDACTED]

LT/COL MC CARTHY, MAJ CHERBONNEAUX, CAPT GUTKUNST, MAJ DONALD C. BLAKE.

2. IF ADDITIONAL CHANGES OCCUR, THEY WILL BE FWD IMMED.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy 110.

28 FEB 64 19 48
 ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 28 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : KWCACUS

FROM: DIRECTOR

CONF: OPS 1-12

INFO:

	ACT	INFO
DFA		
PLANS		
DITCH		
ORC		
IDEA		
AS		
COMM		
CC		
FILE		

DEFERRED	PRIORITY	INITIALS
ROUTINE	<input checked="" type="checkbox"/> OPERATIONAL IMMEDIATE	INITIALS

43450

TO IMMEDIATE CACTUS INFO

CITE - ADIC 1920

RECITAL X WHALE TALE THREE

REF: CACTUS 6339*

1. HQ CONCURS IN YOUR PROPOSAL, PARA 1 REP, BUT
 SUGGEST RE-APPRAISAL AND FINAL DECISION BE MADE FOLLOWING
 COMPLETION OF TRIALS 29 FEB.

2. NORAD HAS BEEN ADVISED OF CHANGE IN DEPT LOCATION
 AND TIMES AS STATED PARA 2 REP.

3. NEW SUBJ: SUPPORT ACFT FOR 5 MAR BEING ADVISED TO
 CONTACT COL GREGORY THRU BASE OPS, NORTH ISLAND NAS.

END OF MESSAGE

*Proposed CACTUS pilots ferry 348 AND 362 from CACTUS to
 USS Ranger on 2 March.

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG: J. W. CHERBONNAUX
UNIT: IDEA/OSA
EXT:
DATE: 3 MAR 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KWCURFEW KWCACUS
FROM: DIRECTOR
CONF:
INFO: ops 1-12

	ACT	INFO
BFA		
BLANS		
B/FRON		
QHB		
IDEA		
SB		
MD		
WB		
INTEL		
AS		
COMMO		
CC		
FILE		

ROUTING	
1	2
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3	11
4	12
5	13
6	14
7	15
8	16
DEFERRED	PRIORITY
ROUTINE	OP. RATIONAL
	IMMEDIATE

13975

TO IMMEDIATE CURFEW INFO PRIORITY CACTUS USE ADIC 2120

HEJAYWALK RECITAL-55 WHALE TALK THREE

- A. 0014G.
- B. 04/16'02
- C. SO. CLIF
- D. KWCURFEW
- E. KWMAR 3, 5, 8, 26, 30, 33 (OPERATION OF EQUIP NOT REQUIRED).
- F. CAMER. SETTINGS: (OPERATION OF EQUIP NOT REQUIRED).
- G. AIRBORNE SPARE NOT REQUIRED
- H. NA
- I. AIR REFUELING NOT REQUIRED.
- J. CALL SIGNS: (1) NORMAL: KAYAK 12
(2) EMERG: NONE

K. REMARKS: THIS IS SIMULATED OPNL MSG IN VIEW YOUR PROBLEMS TO DATE. THIS MSG SENT FOR COMMO EXERCISE. PLEASE ADVISE, IF POSSIBLE, REMAINING SCHEDULE EVENTS.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

AUTHENTICATING OFFICER

RELASING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

C. y No.

Ccdy No.

ORIG:
UNIT:
EXT:
DATE:

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM:

CONF:

INFO:

PAGE TWO

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

44761

TO

INFO

CITE

(B) INSURE PERSONNEL AND EQUIPMENT ARE
ABOARD THE USS RANGER BY 2200L, 8 MAR 64.

(C) ON 9 MAR FERRY #1, U-2G ACFT TO RANGER,
TO LAND ABOARD AT APPROX 1000L. THE U-2 WILL
HAVE SUFFICIENT FUEL TO ORBIT OVER THE RANGER
FOR 45 MIN AND RETURN TO EDWARDS. FUEL DUMPING
WILL BE USED TO DUMP EXCESS FUEL BEFORE LANDING
ABOARD.

(D) ON 9 MAR FERRY #2, U-2G ACFT TO RANGER,
TO LAND AT APPROX 1200L. FUEL REQ SAME AS ABOVE.

(E) SCHEDULE PILOT QUALS AS TIME AND ACFT
AVAILABILITY PERMITS.

(F) ESTABLISH FREQUENCY CALL SIGNS AND
PROCEDURES TO HAVE A CONTINUOUS (DURING FLIGHT OPS)
SSB COMM ACT BETWEEN THE RANGER, EDWARDS AND THE
U-2.

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG:
UNIT:
EXT:
DATE:

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM:

CONF:

INFO:

PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE THREE

44781

TC

INFO

CITE

3. LAC WILL:

(A) PROVIDE SUPERVISORY PERSONNEL TO ASSIST

THE EDWARDS DETACH IN THEIR ASSIGNED TASKS.

(B) PROVIDE FOR LAC PILOT SHOEMACHER TO MAKE
A MAX LOAD TAKE-OFF DEMO ON THE AFTERNOON OF 10 MAR
IN ACFT 362. 362 IS THEN TO BE FLOWN TO LAC, BURBANK.

END OF MESSAGE

DONALD E. SONGER
D/FA OSA

COORDINATING OFFICERS

VERNON R. MORRIS
C/IDEA OSA

RELEASING OFFICER

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG: [REDACTED] 64 14 30
 UNIT: COMMO/OSA
 EXT: [REDACTED]
 DATE: 10 MARCH 1964

CLASSIFIED MESSAGE

~~SECRET~~

TO : KWCURFEW

FROM: DIRECTOR

CONF:

INFO: ops 1-12

ROUTING	
1	COMMO/OSA
2	"
3	D/FA/OSA
4	IDEA/OSA
5	SS/OSA
6	BB/OSA
7	file
8	

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

45284

TO IMMEDIATE CURFEW

INFO

CITE ADIC.

2638

RECITAL-X COMMO WHALE TALE THREE

CACTUS ADVISES THAT SSB CIRCUIT BEING USED TO PASS
 OPERATIONAL TYPE INFO BETWEEN CURFEW AND BLUEBALL 44.
 REQUEST ABOVE BE DISCONTINUED DUE SECURITY RAMIFICATIONS
 UNLESS NORMAL AIR/GROUND COMMUNICATIONS NOT USEABLE.
 FURTHER IF SSB MUST BE USED INSURE INFO BE KEPT AS
 INNOCUOUS AS POSSIBLE.

END OF MESSAGE

COORDINATING OFFICERS

~~SECRET~~

[REDACTED]
 AE/COMMO/OSA
 RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

C:77 No. 7

20 APR 64 13 52

CLASSIFIED MESSAGE

TOP SECRET

ORIG: J. W. CHERBONNEAU
UNIT: IDEA/OSA
EXT:
DATE: 20 APR 64

TO: KWBEIGE
FROM: DIRECTOR
CONF: OPS 1-8
INFO:

	ACT	INFO
DPA		
PLANS		
D/TECH		
OXC		
IDEA		
SS		
ND		
WS		
INTEL		
AS		
COMMO		
CC		
FILE		

ROUTING	
1	2
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5	13
6	14
7	15
8	16

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL	IMMEDIATE

02825

TO IMMEDIATE BEIGE INFO CITE ADIC 5454

RECITAL-X WHALE TALE THREE

1. REQ YOU TAKE WHATEVER ACTION NECESSARY TO EXPEDITE THE COMPLETION OF THE DOCUMENTARY MOVIE FILM OF THE WHALE TALE THREE OPERATIONS.

2. THESE FILMS NEEDED ASAP THIS HQ FOR BRIEFING AND COORD WITH HIGHER AUTHORITY. PLEASE ADVISE BEST EST THESE FILMS CAN BE DELIVERED THIS HQ.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA
RELEASING OFFICER

COORDINATING OFFICERS

TOP SECRET

JAMES W. CHERBONNEAU
IDEA/OSA

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 24 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

TO: KWCACUS KWWHALE
 FROM: DIRECTOR
 CONF:
 INFO: *OS 1-8/04*

	ACT	INFO
DPA		
PLANS		
D/TECH		
OGC		
IDEA		
SS		
MO		
WS		
INTEL		
AS		
COMMO		
CC		
FILE		

ROUTING			
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APPROPRIATE	DEFERRED	X	PRIORITY
	ROUTINE		OPERATIONAL IMMEDIATE

03814

TO: PRIORITY CACTUS INFO
 WHALE

ADIC 5849

RECITAL-X

NICKNAME "FISH HAWK" (UNCLASSIFIED) IS DESIGNATED FOR THE IDEALIST OPNS AGAINST THE FRENCH NUCLEAR TEST AREA, AND WILL BE USED AS A SLUG IN MESSAGE TRAFFIC. THERE WILL BE NO CLASSIFIED CODEWORD FOR THESE OPNS.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

27 APR 64 20
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 27 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

TO : KWCactus KWHale
 FROM: DIRECTOR
 CONF: OPS 1-8/27
 INFO:

ROUTING		
1	IDEA/OSA	9
2	D/FA/OSA	10
3	MD/OSA	11
4	SD/OSA	12
5	SS/OSA	13
6	ID/OSA	14
7	RB/OSA	15
8		16

DEFERRED	PRIORITY	INITIALS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

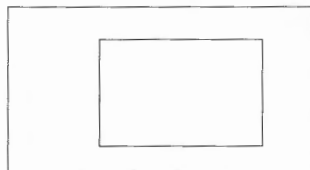
4124

TO IMMEDIATE CACTUS INFO WHALE QTE ADIC 5955
 RECITAL-X

1. REQUEST YOU FWD THIS HQ SOONEST FOLG INFO: (THIS INFO
 REQUIRED FOR REQUESTING AIRLIFT SUPPORTING DEPLOYMENT,
 AND FOR COORD WITH USN)

- A. PERSONNEL BY NAME AND ~~GRADE~~ GRADE.
- B. WEIGHT, CUBE OF CARGO AND SIZE OF LARGEST ITEM.

END OF MESSAGE



VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

JAMES W. CHERBONNEAUX
 IDEA/OSA

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

28 APR 64 23
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 28 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

TO: KWBEIGE

FROM: DIRECTOR

CONF:

INFO: OPS 1-8 *Ant*

ROUTING			
1	IDEA/OSA	9	
2	D/PA/OSA	10	
3	PLANS/OSA	11	
4	MD/OSA	12	
5	SD/OSA	13	
6	SS/OSA	14	
7		15	
8		16	
MESSAGE	DEFERRED	<input checked="" type="checkbox"/>	PRIORITY INITIALS
	ROUTINE		OPERATIONAL IMMEDIATE INITIALS

4365

TO: PRIORITY BEIGE INFO

CITE: ADIC

6012

RECITAL-X WHALE TALE THREE

REQUEST YOU FWD TO ADIC SOONEST A SECOND COPY OF THE
 WHALE TALE THREE DOCUMENTARY MOVIE. THIS COPY REQUIRED
 FOR CINCPAC AND OTHER USN BRIEFINGS.

END OF MESSAGE

VERNON B. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

J. W. CHERBONNEAUX
 IDEA/OSA

RELEASING OFFICE

~~SECRET~~

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

20 APR 64 10 00z
 ORIG: VERNON R. MORRIS
 UNIT: IDEA/OSA
 EXT:
 DATE: 28 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING			
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PRIORITY	DECLASSIFIED	XX	PRIORITY
	ROUTINE		OPERATIONAL IMMEDIATE

TO : KWCACTUS
 FROM: DIRECTOR
 CONF:
 INFO: OPS 1-8/Pt

A949

TO: PRIORITY CACTUS INFO
 RECITAL-X FISH HAWK
 REF: CACTUS 6984

CITE ADIC 6991

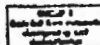
V-30 SERIES CHARTS BEING AIR MAILED THIS DATE.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~SECRET~~

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

28 APR 64 4 39 CLASSIFIED MESSAGE
 ORIG: [REDACTED]
 UNIT: WS70SA
 EXT: [REDACTED]
 DATE: 28 APR 64
 TOP SECRET

ROUTING			
1		9	
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8		16	
RECEIVED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO : WECEN

FROM: DIR

CONF:

INFO:

OBS 1-8/et

04268

TO PRIORITY WECEN

INFO

CITE RADIO

5978

REGNANT-X

1. OPERATION " [REDACTED] " WILL BE OCCURRING DURING THE EARLY TO MID PART OF NEXT MONTH. IT WILL COVER THE AIRCRAFT CARRIER CAPABILITY OF THE U-2, WITH OPERATION OVER THE FRENCH NUCLEAR TEST SITE ISLANDS OF THE SOUTH PACIFIC. THIS MESSAGE IS TO ADVISE YOU OF PLANS, SO THAT ADDITIONAL WEATHER DATA CAN BE REQUESTED.

2. CURRENT PLANS: U-2 WILL BE DEPLOYED FROM CACTUS ON 6 MAY AND PLACED ABOARD THE USS RANGER. THE CARRIER WILL THEN BE DEPLOYED TO NEAR 158 140W, WHERE OPERATIONS WILL COMMENCE. RECOVERY WILL OCCUR APPROX 160 MILES TO SOUTHEAST OF THE ABOVE LAUNCH POINT.

ONE FLIGHT IS AUTHORIZED, WITH TWO BACK-UPS.

ROUTE WILL APPROXIMATE FLWG: TAKEOFF 158/140W TO 17.58/150W ALONG ISLANDS TO 239/135W TO LANDING 17.58/137.5W.

BRIEFINGS WILL COMMENCE NEAR 11/1300L (1800Z) FOR THE ALERT AND 0800L (1200Z) FOR THE CONO GO. THIS IS BASED ON A TAKE-OFF NEAR 1700Z, WITH VLD TIME OVR TARGETS BETWEEN 2000 AND 2230Z (1800 AND 1230L). WILL ADVISE OF CHANGES AS PLANS BECOME FIRM. EOM.

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TO: KWCACUS

FROM: DIRECTOR

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TO: CACTUS INFO

CITE ADIC

6181

RECITAL X

FISH HAWK

OPERATIONS ORDER NO. 3-64

ANNEX B ADMINISTRATION

1. KWCACUS TO CUT TRAVEL ORDERS UTILIZING TECHNICAL SERVICES GROUP, PROVISIONAL, ROLLING AIR FORCE BASE. PERSONNEL WILL DEPLOY AS TECHNICAL REPRESENTATIVES. LOCKHEED AIRCRAFT COMPANY. THE LOCKHEED NAME, THE EQUIVALENT GS GRADE OR MILITARY RANK WILL NOT BE SHOWN ON ORDERS. NO TDM OR CIC NUMBER WILL APPEAR ON ORDERS. SEE AFM 10-3 PARA 82.

2. AS MAJORITY KWCACUS PASSPORTS AND IMMUNIZATION RECORDS CARRY US GOVERNMENT LEGEND AND ARE OTHER THAN TOURIST TYPES, PASSPORTS AND IMMUNIZATION RECORDS WILL NOT BE CARRIED.

3. AS DEPLOYMENT WILL BE FOR APPROXIMATELY 25 DAYS, NO ARRANGEMENTS CAN BE MADE FOR DELIVERY PERSONAL MAIL. NORMAL US NAVY PROCEDURE IS FOR DELIVERY OF PERSONAL MAIL IF VESSEL IS WITHIN 600 MILE RADIUS OF PORT. IF VESSEL AT SEA FOR APPRECIABLE

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PAGE 2

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LENGTH OF TIME, SPECIAL DELIVERY ARRANGEMENTS THEN MADE WHICH APPEARS NOT APPROPRIATE FOR THIS PERIOD OF DEPLOYMENT.

4. ADEQUATE MESSING AND BILLETING FACILITIES AVAILABLE FOR DEPLOYED PERSONNEL AND KWGLITTERS.

5. KWCACTUS FINANCE OFFICER AUTHORIZED DISBURSE NECESSARY FUNDS TO COVER STAGING OPERATIONS. IF FINANCE OFFICER NOT MEMBER STAGING TEAM, THIS RESPONSIBILITY TO BE DELEGATED BY STAGING COMMANDER. FINANCE ACCOUNTING AND ADMINISTRATION WILL BE IN ACCORDANCE KUBARK REGS.

6. NO MILITARY UNIFORMS WILL BE WORN. CIVILIAN SUMMER CLOTHING ONLY. PAYMENT OF CIVILIAN CLOTHING ALLOWANCE UP TO \$100 AUTHORIZED EACH AIRMAN ASSIGNED NOT PREVIOUSLY GRANTED CLOTHING ALLOWANCE. PAYMENTS TO BE SUBSTANTIATED BY INVOICES OR SALES SLIPS.

7. DEPLOYED PERSONNEL WILL MAINTAIN HIGH STANDARDS PERSONAL CONDUCT.

END OF MESSAGE

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J. W. CHERBONNEAU
IDEA/OSA
29 APR 64

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TO: KWCACTUS KWWHALE KWBAIL KWSPECTRE
FROM: DIRECTOR
CONF:
INFO: OPS 1-8
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4851

TO: IMMEDIATE CACTUS WHALE INFO
BAIL SPECTRE

CITE: ADIC 6175

RECITAL-I FISH HAWK

PART I

- A. OPERATIONS ORDER 3-64
- B. UNCLASSIFIED NICKNAME - FISH HAWK
- C. CHART AND MAP REFS: JN44 - V30-60, V30-74, V30-59, V30-73

PART II (GENERAL SITUATION):

- A. MSN PHOTO AND ELECTRONIC RECONNAISSANCE OF THE FRENCH NUCLEAR TEST AREA IN THE TUAMOTU ARCHIPELAGO.
- B. ESTIMATE THREE U-2 SORTIES FOR COMPLETION OF TGT COVERAGE (ONE SUCCESSFUL - TWO AS BACK UP).
- C. THE ESTIMATED TIME SPAN OF THIS DEPLOYMENT WILL BE 21 DAYS.
- D. THE DEPLOYMENT BASE WILL BE THE USS RANGER.
- E. U-2'S TO BE DEPLOYED: ACFT 348 AND 362.
- F. U-2'S ARE TO BE DEPLOYED WITH SYSTEMS III, VI, IXA, XII; THE BAKER AND DELTA TWO CAMERAS (NOTE: DELTA TWO WILL BE THE PRIMARY MSN CAMERA).

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PAGE TWO

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PART III (TASK ORGANIZATIONS):

- A. EDWARDS DETACH WILL DEPLOY A FWD DETACH TO THE RANGER.
- B. KWCURFEW IS CABLE ADDRESSEE FOR FWD DETACH ABOARD THE RANGER.
- C. USAF WILL PROVIDE SUPPORT AIRLIFT FOR DETACH PERSONNEL AND EQUIP DEPLOYMENT TO AND FROM THE USS RANGER.
- D. USN TO PROVIDE THE USS RANGER AS AN OPERATING BASE FOR THIS MSN, AND PROVIDE AIRLIFT SUPPORT FOR MSN TAKE MOVEMENT.
- E. E.K. WILL DEPLOY PERSONNEL AND EQUIP AS REQUIRED FOR PROCESSING MSN TAKE ABOARD SHIP.
- F. NPIC WILL DEPLOY PERSONNEL AND EQUIP AS REQUIRED FOR PHOTO INTERPRETATION OF MSN TAKE ABOARD SHIP.

PART IV. (COMMAND AND OPNL COORD):

A. COMMAND:

- 1. COL WM J GREGORY - KWCURFEW DETACH CMDR.
- 2. USAF CONTACTS - NONE
- 3. USN:-

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PAGE THREE

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- (A) V/ADM - P.D. STROUP, COMNAVAIRPAC, CLEARED I-3.
 (B) CAPT GEORGE C. DUNCAN, ASST CH OF STAFF FOR
 FORCE READINESS, CLEARED I-3.
 (C) CAPT WM LEMOS, CMDG OFF USS RANGER, I-3.
 (D) CMDR WM R. PORTER, EX OFF USS RANGER, I-3.
 (E) CMDR WM W. STRONG, OPS OFF USS RANGER, I-3.
 (F) CMDR MORRIS G. ESMIOL, AIR OFF USS RANGER, I-3.
 (G) L/CMDR L. H. WELLS, COMMO OFF USS RANGER, I-3.

B. OPNL COORD:

1. OPNL CONTROL OF KWCURFEW WILL BE ASSUMED BY ADIC AS
 OF 7/0001 MAY ZULU.
2. KWCURFEW CMDR AUTHORIZED TO MAKE DIRECT CONTACT WITH
 CAPT GEORGE DUNCAN, I-3, NO ISLAND NAS, PHONE NBR 435-6611 EXT
 543, AND CAPT WM LEMOS, CMDR OF USS RANGER - ALEMEDA NAS-TO COORD
 AND BRIEF ALL MATTERS PERTAINING THIS DEPLOYMENT. KWCURFEW CMDR
 WILL BRIEF ALL USS RANGER CLEARED OFFICERS (PART IV A 1) THIS
 MSG ON THE CONTENTS OF THIS OPS ORD, SOI AND THE TACTICAL DOCTRINE

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PAGE FOUR

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TO EFFECT THEIR COOPERATION IN ASSURING A SUCCESSFUL COMPLETION
OF ALL PHASES OF OPNS).

PART V (OPNS GENERAL):

A. SCHEDULE OF EVENTS:

1. U-2:

(A) LEG NBR ONE - FERRY MEN NBR 348/0094G - 362/0104G

DEPT EDWARDS AFB 06/2100Z 06/2200Z

ARR RANGER 06/2300Z 06/2359Z

(B) LEG NBR TWO RETURN FERRY MEN NBR 348/0114G - 362/0124G

DEPT RANGER: AT DETACH CMDR'S DISCRETION WHEN

WITHIN RANGE OF EDWARDS AFB.

ARR EDWARDS AFB: TIMES TO BE FURNISHED BY KWCURFEW
CMDR.

2. SUPPORT AIRLIFT: (TENTATIVE SCHEDULE, ACTUAL SCHEDULE TO
BE FWD BY JEA M59.)

(A) LEG NBR ONE: C-118 C-124 C-124

DEPT EDWARDS AFB 05/1600Z 05/1630Z 05/1645Z

ARR ALAMEDA NAS 05/1730Z 05/1800Z 05/1815Z

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PAGE FIVE

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TO

INFO

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(B) LEG NBR TWO: TO BE REQUESTED BY SEP MSG WHEN
RETURN ITEN FIRM.

3. USS RANGER:

(A) DEPT ALEMEIDA NAS 06/1500Z
(B) RECOVERS U-2/348 06/2300Z
RECOVERS U-2/362 06/2359Z

(C) ARE MEN LAUNCH AREA 1400S 13800W APPROX 12/13 MAY.
(NOTE: SPECIFIC LAUNCH COORDINATES TO BE SENT BY
RECITAL-61).

(D) DEPT MSN LAUNCH AREA 1400S 13800W APPROX
17 MAY.

(E) U-2'S LAUNCHED ON RETURN FERRY FLTS APPROX 22 MAY.

(F) RETURNS ALEMEIDA NAS APPROX 26 MAY.

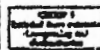
B. DETAILED U-2 FERRY ROUTE:

A. 3803N 12155W
B. 3450 11830
C. 3422 11927

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PAGE SIX

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DIR TO RANGER

C. FLIGHT CLEARANCE: U-2 WILL NOT FILE CLEARANCES.

D. RADAR SUPPRESSION: RADAR REPORTING OF U-2 FLIGHT TRACES
TO AND FROM THE USS RANGER WILL BE SUPPRESSED BY PROJ HQ.

E. DIP CLEARANCES: N/R

F. UHF, SSB AND SIF PROCEDURES, CALL SIGNS AND FREQS:

1. NORMAL:

(A) USS RANGER - EDWARDS DETACH CMDR TO COORD CALL
SIGNS, FREQUENCIES AND SIF MODES WITH RANGER CHDS OFFICER
PRIOR TO U-2'S DEPLOYMENT.

(B) TANKER: N/R

(C) U-2 NORMAL CALL SIGNS:

348 - GRAYLING

362 - RAINBOW

(D) SPECIAL PROCEDURES SAME AS (1) (A) ABOVE.

2. EMERGENCY:

(A) USS RANGER - SAME AS (1) (A) ABOVE.

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PAGE SEVEN

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(B) TANKER: N/R

(C) U-2 EMERG CALL SIGNS

348 - ANNIE

382 - SPENCER

G. INFLIGHT REFUELING: N/R.

H. SPECIAL INSTRUCTIONS FOR CARRIER OPMS:

1. PILOTS ARE TO HAVE A MINIMUM OF THREE U-2G FCLP SORTIES (DESIRED: TWO LOW - ONE HIGH) WEARING PRESSURE SUITS, PRIOR TO DEPLOYING TO THE RANGER.

2. FERRY FLIGHTS TO THE RANGER ARE TO BE FLOWN AT MAX ALT FOR FINAL ACFT SHAKE DOWN PRIOR TO MSN. LET-DOWN AND RECOVERY WILL BE IAW THE RANGER STANDARD RADAR RECOVERY PROCEDURES.

3. TWO TOUCH AND GO AND TWO TRAPPED LANDINGS WILL BE MIN REQUIREMENT FOR PILOT REQUALIFICATION ABOARD SHIP. THESE LANDINGS TO BE PERFORMED AT TERMINATION OF FERRY FLIGHT TO RANGER.

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4. KWCURFEW DETACH PERSONNEL ARE TO BE DOCUMENTED WITH LAC IDEN CARDS, THESE CARDS ARE TO SERVE AS SHIP BOARDING PASSES AND AS SPECIAL AREA IDENS ABOARD SHIP.

5. AS SEA STATE AND LOCAL WX ALONG CALIF COAST WILL AFFECT THE RECOVERY OF THE FERRY FLIGHTS TO THE RANGER, THE DEPLOYMENT TIME OF THE RANGER WILL BE DELAYED AS REQUIRED BY PROJ HQ UNTIL SUCH TIME AS WX SUITABLE FOR U-2G RECOVERY ABOARD SHIP.

6. TIME AND POSITION OF RECOVERY OF FERRY FLIGHTS ABOARD SHIP WILL BE AT DISCRETION OF DETACH CMDR AND RANGER'S CMDG OFFICER, (ALSO IN ACCORD WITH LOCAL WX CONDITIONS).

7. KWCURFEW CMDR IS TO ESTABLISH AS BACK UP, A SSB COMMO LINK WITH EDWARDS AFB. U-2'S ARE TO BE LAUNCHED AT EDWARDS AT TIMES KWCURFEW CMDR INDICATES. (SEE ANNEX E)

I. SEARCH AND RESCUE AND EMERG BASES: N/R

J. GENERAL EMERG PROCEDURES FOR DOWNED PILOTS: (SEE ANNEX F)

K. TAKE HANDLING PROCEDURES: A SPECIAL TEAM FROM EK AND

COORDINATING OFFICERS

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NPIC WILL BE DEPLOYED WITH THE EDWARDS DETACH ABOARD SHIP.
THIS TEAM WILL PROCESS AND READ OUT THE MEN TAKE PRIOR TO
THE RANGER'S REPORTING THE AREA OF INTEREST. SUBSEQUENTLY,
THE MEN TAKE WILL BE FLOWN TO THE E.K. VIA NAVY ACFT WHEN
THE RANGER HAS REACHED A POSITION WITHIN AIRCRAFT RANGE OF
SO. CALIF.

L. ANNEXES:

- A. INTELLIGENCE
- B. ADMINISTRATIVE
- C. SECURITY
- D. LOGISTICS
- E. COMMUNICATIONS
- F. COVER
- G. WEATHER

END OF MESSAGE

JAMES A. CUNNINGHAM
DAD/OSA

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DONALD E. BONGER
D/FA/OSA

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TO: PRIORITY CACTUS

INFO: WHALE,

CITE: ADIC

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RECITAL I - FISH HAWK

ANNEX ^D TO OPOD 3-64

LOGISTICS

1. FACILITIES AVAILABLE: SUFFICIENT FACILITIES TO SUPPORT THE DETACHMENT AIRCRAFT, EQUIPMENT, AND PERSONNEL WILL BE AVAILABLE ON BOARD THE CARRIER.
2. MISSION EQUIPMENT: THE DELTA II CONFIGURATION WILL BE THE PRIMARY SYSTEM FOR THIS DEPLOYMENT. A "B" CONFIGURATION WILL ALSO BE DEPLOYED AS BACK-UP. SUFFICIENT FILM TO SUPPORT BOTH CONFIGURATIONS WILL BE DEPLOYED BY THE DETACHMENT COMMANDER.
3. AGE AND SUPPORT EQUIPMENT: THE FOLLOWING EQUIPMENT WILL BE DEPLOYED BY THE DETACHMENT:
 - A. TWO R-2 REFUELING TRUCKS (NOTE: TRUCKS SHOULD BE FILLED TO CAPACITY -- 5,000 GALLONS EACH; 10,000 GALLONS TOTAL OF TESTED MIL SPEC FUEL.)
 - B. HYDRAULIC GIG
 - C. MB-1 PRESSURIZATION TESTER

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ALL OTHER REQUIRED SUPPORT EQUIPMENT IS AVAILABLE ON BOARD THE CARRIER.

4. TRACKER PROCESSING: TRACKER PROCESSING WILL BE ACCOMPLISHED ON BOARD THE CARRIER WITH NAVY FACILITIES.

5. SUPPLY:

A. FAX SUPPLIES: SUFFICIENT SPARES WILL BE DEPLOYED TO ENABLE THE DETACHMENT TO BE COMPLETELY SELF SUPPORTING WITHOUT RESUPPLY DURING THE DEPLOYMENT PERIOD. THE SPARE AIRCRAFT BEING DEPLOYED WILL SERVE AS THE MAJOR BACK UP IN CASE OF ENGINE FAILURE AND/OR AOCF ON THE PRIMARY AIRCRAFT. IN THE EVENT THE SPARE AIRCRAFT IS NOT DEPLOYED, A COMPLETE BUILT UP ENGINE WILL BE DEPLOYED WITH NECESSARY TOOLS AND EQUIPMENT FOR INSTALLATION.

B. SUFFICIENT OXYGEN AND NITROGEN WILL BE TAKEN BY THE FISH HAWK DETACHMENT TO SUPPORT THE DEPLOYMENT PERIOD.

C. RESUPPLY: NO NORMAL RESUPPLY IS PLANNED FOR THIS OPERATION. RESUPPLY OF EMERGENCY ITEMS WILL BE HANDLED ON AN AS-REQUIRED BASIS. SHIPPING METHOD WILL BE DETERMINED FOR EACH CASE AS THE NEED ARISES.

6. MAINTENANCE: NORMAL PRE-FLIGHT AND POST-FLIGHT MAINTENANCE

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WILL BE ACCOMPLISHED ON BOARD THE CARRIER.

7. TRANSPORTATION: AIRLIFT - AIRLIFT WILL BE SCHEDULED BY
PROJECT HQS TO DEPLOY DETACHMENT EQUIPMENT FROM EDWARDS AFB TO
ALAMEDA NAS, CALIFORNIA.

END OF MESSAGE

IDEA/FA

PLANS/FA

DONALD E. BONGER
D/FA/OSA

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ANNEX G TO OPOD 3-64

CLIMATOLOGY: MAY

1. THE OCEAN REGION FROM SAMOA TO PITCAIRN IS IN THE ZONE OF THE EASTERLY TRADES AND HAS A TROPICAL CLIMATE. FAIR WEATHER CUMULUS IS THE PRIMARY CLOUD TYPE WITH TOTAL SKY COVER AROUND 50% DURING THE DAY AND NIGHT. THERE IS MORE CLOUDINESS OVER THE ISLANDS THAN THE SURROUNDING SEA AND THE MOUNTAINOUS ISLANDS HAVE MORE CLOUDINESS THAN THE ATOLLS. COMPLETE CLEAR SKIES ARE UNCOMMON. A MINIMUM OF CLOUDINESS OCCURS AT NIGHT AND A MAX IN EARLY AFTERNOON. MAY AVERAGES 2-4 DAYS OF ALMOST CLEAR SKIES.
2. PRECIPITATION VARIES WIDELY, DEPENDENT PRIMARILY UPON THE TOPOGRAPHY OF THE ISLANDS. AVERAGE PRECIP IS 3-5 INCHES WITH AFTERNOON SHOWERS AT LEAST ONCE IN EVERY THREE DAYS.
3. CARRIER OPS WILL SELDOM BE IMPAIRED BY WEATHER AS VFR CONDITIONS EXIST 98% OF THE TIME. SFC WINDS ARE EASTERLY WITH VELOCITIES LESS THAN 15 KTS.

VERNON R. MORRIS
 CHIEF/IDEA/OSA
 RELEASING OFFICER

COORDINATING OFFICER:

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

ROBERT A. GIRON
 CAPT /WS/OSA
 AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG:
UNIT:
EXT:
DATE:

29 APR 64 10 30
J. W. CHERBONNEAUX
IDEA/OSA
29 APR 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO: KWBAIL KWSPECTRE KWCACUS
FROM: DIRECTOR
CONF: OPS 1-8 RH
INFO:

ROUTING		
1	IDEA/OSA	9
2	D/FA/OSA	10
3	PLANS/OSA	11
4	MD/OSA	12
5	SD/OSA	13
6	SS/OSA	14
7	BB/OSA	15
8		16
DEFERRED		PRIORITY
		INITIALS
ROUTINE		OPERATIONAL
		IMMEDIATE

04563

TO: A IMMEDIATE BAIL INFO
SPECTRE CACTUS

CITE ADIC 6078

RECITAL-X FISH HAWK

1. PROJ HQ C-118 TAIL NBR 39227 WILL ARR KWBAIL 03/1000L FOR PICK UP OF 3600 LBS FOR SUBSEQUENT AIRLIFT TO KWCACUS. C-118 TO ARR KWCACUS SUN, P.M.
2. KWBAIL EQUIP WILL BE DEPLOYED TO ALAMEDA NAS ON SAME MATS AIRLIFT AS KWCACUS DETACH ON 5 MAY.
3. KWBAIL PERSONNEL WILL PROCEED SAN FRANCISCO VIA COMAIR. PERSONNEL ARE TO CONTACT COL WM J GREGORY, KWCACUS PHONE 213 MA 8-9035, ASAP AFTER ARRIVAL AT SAN FRANCISCO TO ESTABLISH MEETING PLACE AND TIME. KWBAIL PLEASE ADVISE ADIC/ KWCACUS NAMES OF INDIVIDUALS TO CONTACT COL GREGORY.

END OF MESSAGE

VERNON B. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~

J. W. CHERBONNEAUX
IDEA/OSA

RELEASING OFFICER

AUTHENTICATING OFFICER

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1 MAY 64 17 42

CLASSIFIED MESSAGE

SECRET

ROUTING

1	2
3	10
4	11
5	12
6	13
7	14
8	15
9	16

TO : KMCCTUS

FROM: DIRECTOR

CONF:

INFO: OPS 1-15 Oct

05028

TO IMMEDIATE CACTUS INFO CITE ADIC 6221

REF: CACTUS 7064 (IN 76203)

RECITAL X INTEL FISH HAWK

SHIPPING VIEWER ON SUNDAY AIRLIFT TO YOU. VIEWER BEING LOANED BY HQS
AND WILL ATTEMPT PROCUREMENT OF ADDITIONAL UNIT FOR YOU EARLIEST.

END OF MESSAGE:

COORDINATING OFFICERS

C/ID/OSA

RELEASING OFFICER

SECRET

AUTHENTICATING OFFICER

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1 MAY 64 20 06Z
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 1 MAY 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING			
1	IDEA/OSA	9	COMMO/OSA
2	D/FA/OSA	10	SBD/OSA
3	PLANS/OSA	11	CC/OSA
4	SS/OSA	12	RB/OSA
5	ID/OSA	13	
6	SAL/OSA	14	
7	MD/OSA	15	
8	SD/OSA	16	
DEFERRED		PRIORITY	INITIALS
ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

TO: KVCACTUS KWWHALE KWBAIL KVSPECTRE
 FROM: DIRECTOR
 CONF:
 INFO: OPS 1-8

05076

TO: IMMEDIATE CACTUS WHALE^{INFO}
 BAIL SPECTRE

CITE: ADIC 6240

RECITAL-X FISH HAWK

REF: ADIC 6175

1. THE DEPLOYMENT OF FISH HAWK OPERATION (FROM EDWARDS TO ALAMEDA) DELAYED UNTIL 11 MAY DUE TO FURTHER COORD MATTERS CONCERNING THIS OPERATION, AND HIGH WIND CONDITIONS AT EDWARDS PRECLUDING COMPLETION OF REQUIRED PILOT FCPL SORTIES.

2. PLEASE ADJUST ALL TIMES ACCORDINGLY.

END OF MESSAGE

VERNON E. MORRIS
 C/IDEA/OSA
 RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

J. W. CHERBONNEAUX
 IDEA/OSA
 AUTHENTICATING OFFICER

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May 64 17 04z

CLASSIFIED MESSAGE

ORIG: IDRA/OSA

UNIT: TOP SECRET

EXT:

DATE: 1 MAY 64

TO: KWCACUS

FROM: DIRECTOR

CONF: *OPS 1-15/Ret*

INFO: *OPS 1-15/Ret*

ROUTING	
1	9
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3	11
4	12
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6	14
7	15
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DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

5252

TO IMMEDIATE CACTUS INFO CITE ADIC 6307

RECITAL-61 FISH HAWK

A. W224A

B. ~~W224A~~ ASAP

C. NONE

D. (1) REQUEST VERTICAL COVERAGE FOLLOWING FLIGHT LINES: A TO B, C TO D, E TO F, G TO H, I TO J, K TO L.

(2) DELTA II ON AT PT A, STANDBY PT B, ON AT PT C, STAND BY AT PT D, ON AT PT E, STAND BY AT PT F, ON AT PT G, STAND BY AT PT H, ON AT PT I, STAND BY AT PT J, ON AT PT K, OFF AT PT L.

(3) SYSTEM SIX - ON BOTH AT T.O. OFF at landing.

E. N/A

F. (1) FLY BASE ALTITUDE PLUS 180.

(2) CONTRAILS NOT CAUSE FOR ABORT.

(3) PLANNED FUEL LOAD 1345. FUEL RESERVE AT CARRIER 245 GALS.

(4) DESIRED MINIMUM PENETRATION ALT BASE PLUS 180.

G. ROUTE:

PT A. 23188 13430W

B. 2258 13520

COORDINATING OFFICERS

RELEASING OFFICER TOP SECRET AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

ORIG:
UNIT:
EXT:
DATE:

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

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8	15
9	16

P R E C E D E N T	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO:
FROM:
CONF:
INFO:

PAGE TWO

TO INFO CITE

C. 2140 13835

D. 2200 13910

E. 2200 13845

F. 2132 13900

G. 1830 14040

H. 1752 14110

I. 1738 14507

J. 1710 14550

K. 1800 14600

L. 1720 14950

USS RANGER - 1440 14030

H. INOP BIRDEATCHER IS NOT CAUSE FOR AIR ABORT, BUT IS MANDATORY
FOR GROUND ABORT. *CAUSE*

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

~~TOP SECRET~~GROUP 1
(Excluded from automatic
downgrading and
declassification)

IDEA/OSA

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy 11a.

1700Z
 ORG: L. HARRISON R. HARRIS
 UNIT: IDRA/OSA
 EXT:
 DATE: 1 MAY 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KWCACUUS

FROM: DIRECTOR

CONF:

INFO:

OPS 1-15
 /et

ROUTING	
1	IDRA/OSA
2	AD/OSA
3	D/FA/OSA
4	PLANS/OSA
5	SS/OSA
6	MD/OSA
7	SAL/OSA
8	SD/OSA
9	COMMO/OSA
10	CC/OSA
11	SSD/OSA
12	RB/OSA
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DEFERRED	
PRIORITY	
DEFERRED	
PRIORITY	

5253

TO: IMMEDIATE CACTUS INFO

CITE ADYC

6308

RECITAL 55 FISH HAWK

A. W224A

B. ASAP/1530Z

C. SOUTH PACIFIC

D. KWCORFEW

E. DELTA 2, KWMARK 5, 8, 20, 30, 33

F. SLIT WIDTH .049

G. NOT REQUIRED

H. TAKE INSTRUCTIONS:

DELTA 11: PROCESS ABOARD SEIP FOR TARGET READ OUT, FINAL
 PROCESSING KWBAIL.

KWMARK 5: PROCESS ABOARD SEIP.

KWMARK 8: FWD TO HQ.

KWMARK 26: FWD TO HQ.

BRIEF/DEBRIEF TAPE: FWD HQ.

TRANSPORT OF TAKE WILL BE NAVAL ACFT TO SAN DIEGO, COMAIR TO
 KWBAIL.

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy 11c.

ORIG:
UNIT:
EXT:
DATE:

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

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TO :
FROM:
CONF:
INFO:

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TWO

TO INFO CITE

I. NOT REQUIRED

J. CALL SIGNS:

1. NORMAL; WALLEYE

2. EMERG: FORSYTH

K. REMARKS:

1. FOLG ARE TGTS FISH HAWK OPN:

(A) MUMUROA	2200S 13900W	PRIORITY TGT
(B) MAGAREVA	2307S 13457W	SECONDARY TGT
(C) HAO	1800S 14100W	SECONDARY TGT
(D) ANAA	1730S 14800W	SECONDARY TGT
(E) PAPEETE	1737S 14934W	SECONDARY TGT

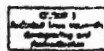
2. ALPHABETICAL DESIGNATORS LISTED ABOVE MAY BE USED IF
REPORTING TGT COVERAGE TO HQ BECOMES NECESSARY. THIS FOR PURPOSE
OF BREVITY AND FOR USE IN TRAFFIC HQ, CUBFW AND CACTOS ONLY.

3. MSN NUMBERS W224A, W234A, W244A, ~~W254A~~ W264A
AND WILL BE RETIRED IF NOT USED.

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER



AUTHENTICATING OFFICER

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Copy No.

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DATE:

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO :

FROM:

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INFO:

ROUTING	
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7	15
8	16
DEFERRED	PRIORITY
ROUTINE	OPERATIONAL IMMEDIATE

PAGE THREE

TO

INFO

CITE

4. THIS MSG YOUR AUTHORITY TO LAUNCH W224A ASAP AFTER ARRIVAL LAUNCH AREA AND FCST TGT WX ACCEPTABLE. KWCURFEW CMDR FURTHER AUTH TO PLAN ~~SEVERAL~~ SUBSEQUENT MSNS AS REQUIRED TO OBTAIN ACCEPTABLE PHOTO COVERAGE ALL TOTS. LAUNCH SUBSEQUENT MSNS ONLY WITH SPECIFIC APPROVAL PROJ HQ.

5. MIN TWENTY DEGREE SUN ANGLE DESIRABLE.

6. FYI, HQ HAS COMPUTED SUNRISE AT LAUNCH POINT 1525Z AND TWENTY DEGREE SUN ANGLE POINT A APPROX 1705Z.

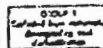
END OF MESSAGE.

VERNON R. MORRIS
IDEA/OSA

COORDINATING OFFICER'S

~~TOP SECRET~~

RELEASING OFFICER



AUTHENTICATING OFFICER

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Copy No.

2 MAY 64 11 04z

CLASSIFIED MESSAGE

ORIG: J. W. CHERBONNEAUX
UNIT: IDEAS/OSA
EXT:
DATE: 2 MAY 64

TO : KWCACUS
FROM: DIRECTOR
CONF:
INFO: OOS 1-15
at

~~TOP SECRET~~

ROUTING			
1	IDEA/OSA	9	SD/OSA
2	D/FA/OSA	10	COMMO/OSA
3	AD/OSA	11	SSD/OSA
4	PLANS/OSA	12	CC/OSA
5	MD/OSA	13	RB/OSA
6	ID/OSA	14	
7	SAL/OSA	15	
8	SS/OSA	16	

NO RESPONSE REQUIRED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

5251

TO IMMEDIATE CACTUS INFO CITE ADIC 6306

RECITAL-X FISH HAWK

ADDENDUM NBR ONE TO OPS ORD 3-64

1. FYI AND PLANNING PURPOSES THE USS RANGER WILL, AFTER RECOVERING THE U-2 ABOARD, GO TO AN EMCON STATUS (NO HF - LF TRANSMISSIONS) AND WILL REMAIN IN THIS STATUS UNTIL AFTER THE RETURN TO SO CALIF WATERS FROM THE FISH HAWK OPNS.

2. THIS WILL PRECLUDE THE KWCURFEW DETACH SENDING NORMAL AND MSGS VIA COMMO LINK ESTABLISHED IN ANNEX E - COMMO (ADIC 6178). HOWEVER, RECEIPT OF MSGS FROM HQ WILL STILL BE POSSIBLE, USING OTHER COMMO LINKS. ACKNOWLEDGEMENT OF THESE MSGS WILL BE PERFORMED IAW SPECIAL COMMO PROCEDURES THAT WILL BE SENT BY SEP HQ.

3. TO ENSURE THE SUCCESS OF FISH HAWK OPNS INsofar AS TGT COVERAGE IS CONCERNED, THE KWCURFEW DETACH WILL BE GIVEN THE RECITAL 55, 61 AND 70 PRIOR TO DEPT FROM KWCACUS. THE DETACH CMDR IS AUTH THE DISCRETION TO FLY THIS SORTIE AT SUCH TIME AND POSITION AS WOULD BE REQUIRED FOR ITS SUCCESS. ~~RE~~

COORDINATING OFFICERS

~~TOP SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

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Copy No.

ORIG :
UNIT :
EXT :
DATE :

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

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2	10
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TO :
FROM :
CONF :
INFO :

PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TWO

TO

INFO

CITE

IF THE FIRST SORTIE IS UNSUCCESSFUL OR PARTIALLY SUCCESSFUL DUE WX, OR CAMERA MALFUNCTION, THE DET CMDR IS TO NOTIFY HQ ASAP THAT ADDITIONAL SORTIE(S) WILL BE REQUIRED, AND IS TO PREPARE FOR THIS ADDITIONAL SORTIE THE FOLLOWING DAY. HQ WILL OBTAIN POLITICAL APPROVAL FOR EACH BACKUP SORTIE AND WILL ADVISE THE DETACH CMDR IF AND WHEN HE IS TO LAUNCH. BACKUP SORTIES WILL NOT REPEAT NOT BE LAUNCHED WITHOUT SPECIFIC HQ APPROVAL.

4. ADDITIONAL SPECIAL INSTRUCTIONS.

A. KWCURFEW CMDR WILL:

- (1) DESIGNATE EMERG LANDING BASES AND BINGO FUEL REQUIREMENTS FOR U-2 FERRY FLIGHTS TO USS RANGER.
- (2) THOROUGHLY BRIEF HELO AND W2F CREWS ON U-2 ENEMY ESCAPE PROCEDURES IN EVENT OF A CRASH LANDING.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

AUTHENTICATING OFFICER

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Copy No.

2 MAY 64 1630Z
 ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 2 MAY 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO : KWCACUS
 FROM: DIRECTOR
 CONF:
 INFO: OPS 1-15/16

ROUTING			
1	IDEA/OSA	9	ID/OSA
2	D/FA/OSA	10	SBD/OSA
3	AD/OSA	11	COMMO/OSA
4	PLANS/OSA	12	CC/OSA
5	MD/OSA	13	RB/OSA
6	SD/OSA	14	
7	SAL/OSA	15	
8	SS/OSA	16	
DEFERRED		PRIORITY	INITIALS
ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

5247

TO IMMEDIATE CACTUS INFO

ADIC 6304

RECITAL-X FISH HAWK

REF: A. CACTUS 7096

B. CACTUS 7103

C. ADIC 6175

D. ADIC 6092

TELECON COL GREGORY - MAJ CHERBONNEAUX

1. CONFIRMING TELECON, THERE WILL BE A FISH HAWK OPNS MEETING ABOARD USS RANGER AT ALAMEDA NAS AT 0930LCL 4 MAY 64. PURPOSE OF MEETING IS TO IRON OUT ALL LAST MINUTE DETAILS OF THIS OPN WITH ALL PARTIES CONCERNED. PRESENCE OF COL GREGORY AND COL KUTTLER IS REQUESTED.

2. PER REF A PARA 1 A. PRESENT PLANNING IS TO HAVE FOUR KWBAIL REPS AND ONE NPIC REP AS SUPPLEMENTARY PERSONNEL FOR THIS OPN. NPIC REP IS NOT REPLACEMENT FOR SGT DUVAL. BUT IS TO OFFICIALLY CONFIRM TGT COVERAGE WITH DELTA TWO CAMERA HAS BEEN COMPLETED.

COORDINATING OFFICERS

~~TOP SECRET~~

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AUTHENTICATING OFFICER

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ORIG:
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CLASSIFIED MESSAGE

~~TOP SECRET~~

TO :

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ROUTING

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DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TWO

TO

INFO

CITE

3. PER REF A PARA 2. ADD TO REF C PART II PARA F:
KVMARK 5.

4. PER REF A PARA 3. CHANGE PARA C 1 REF D TO READ:
LAC DECALS WILL BE AFFIXED AS APPROPRIATE.

5. PER REF B. CONCUR WITH CHANGES AS OUTLINED. THIS
WAS THE INTENT OF PART V PARA H 6 AND 7. THAT IS: U-2 TAKE
OFF AND RECOVERY TIMES ARE AT THE DISCRETION OF THE KNCURFEW
DETACH CMDR, CONSISTENT WITH ^{LCL}DEEC WX CONDITIONS AND SHIP'S
POSITION.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

JAMES W. CHERBONNEAU
IDEA/OSA

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG: J. W. CHERBONNEAUX
 UNIT: IDEA/OSA
 EXT:
 DATE: 6 MAY 64

2 CLASSIFIED MESSAGE
~~TOP SECRET~~

ROUTING	
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DEFERRED	X	PRIORITY	INITIALS
		ROUTINE	OPERATIONAL IMMEDIATE

TO: KWCACUS
 FROM: DIRECTOR
 CONF:
 INFO: OPS 1-15/64

05839

TO: PRIORITY CACTUS INFO

CITE: ADIC 6519

RECITAL-X FISH HAWK

REF: A. CACTUS 7130

B. TELECON MAJ CHERBONNEAUX TO COL GREGORY

1. PER REF A, DETONATORS ARE REQUIRED ON ARTICLES FOR FISH HAWK OPNS.

2. PER REF B, LATEST INFO THIS HQ IS THAT TWO ARTICLES WILL BE USED ON THIS OPN. THIS MSG AUTH YOU TO PROCEED WITH REQUIRED MAINT, ETC, TO PREPARE ARTICLES FOR THIS DEPLOYMENT.

END OF MESSAGE

VERNON H. MURKIN
 C/IDEA/OSA
 RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

J. W. CHERBONNEAUX
 IDEA/OSA

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

7 MAY 64 15 12

CLASSIFIED MESSAGE

ROUTING

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05960

ORIG:

UNIT: WS/OSA

EXT:

DATE: 7 MAY 64

TO: WEOEN

FROM: D IR

CONF:

INFO: OPS 1-8 / 22

TOP SECRET

TO WEOEN INFO CITE ADIC 6557

REGNANT-X

REF: ADIC 5756 (REGITAL-144) AND ADIC 6449 (REGNANT-X)

1. DEPLOYMENT TO COCOA STILL UP IN THE AIR.

2. DECISION WILL BE MADE, AT ADIC, DAILY NEAR 1300Z ON 24 HR DELAY VERSUS A GO AHEAD ON THE FERRY MISSION. WILL ADVISE YOU OF NEED FOR R-145 AT THIS TIME DAILY.

3. FYI-LOP NOR (EAST END OF TAKLA MAKAN DESERT) POTENTIAL POINT OF INTEREST WHEN UNIT DEPLOYED.

REF: ADIC 5978 (OPERATION FISH HAWK)

1. LATEST PLANS-ACFT ABOARD CARRIER 12 MAY, THEN 6 DAYS TO LAUNCH AREA. WILL DESIRE TEST WX MSGS COMMENCING 15 MAY TO ASSURE ADEQUATE TRANSMISSION PROCEDURES AND TIMING. WILL KEEP ADVISED. EOM.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Ccgy Ho.

CLASSIFIED MESSAGE		ROUTING	
ORIG: []	TOP SECRET	1	9
UNIT: ID/OSA		2	10
EXT: []		3	11
DATE: 7 MAY 1964		4	12
		5	13
		6	14
		7	15
		8	16
		DEFERRED	PRIORITY
		ROUTINE	OPERATIONAL IMMEDIATE
			INITIALS
			INITIALS
			6048

TO : IMMEDIATE CACTUS INFO

CITE ADIC

6600

RECITAL X FISH HAWK INTEL SECUR

REFS: A. CACTUS 7150

B. ADIC 6092

1. PRIMARY COURSE TO FOLLOW IN EVENT OF AN INFLIGHT EMERGENCY IS TO HEAD FOR THE CARRIER AND MAKE AN ARRESTED OR A BARRIER LANDING DEPENDING UPON NATURE OF EMERGENCY. IF UNABLE TO LAND ABOARD SHIP EJECT NEAR THE CARRIER OR NEAR LAND. TO THE MAXIMUM EXTENT POSSIBLE AVOID LANDING ON THE BEACH OR IN SHALLOW WATER. IN EVENT CARRIER LANDING CANNOT BE EFFECTED, ACTIVATE DESTRUCT MECHANISM PRIOR TO EJECTION.
2. REF B PROVIDES COVER SHOULD KWGLITTER BE PICKED UP BY FRENCH AUTHORITIES. IF PILOT LANDS IN THE WATER NEAR ISLANDS, MAKE FOR NEAREST LAND AND IF NOT PICKED UP BY FRENCH AUTHORITIES USE NORMAL E&E RESCUE PROCEDURES AS FOLLOWS:

COORDINATING OFFICERS

RELEASING OFFICER

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

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DEFERRED	PRIORITY
ROUTINE	OPERATIONAL IMMEDIATE

TO :

FROM :

CONF:

INFO:

PAGE TWO

06048

TC

INFO

CITE

KWGLITTER WILL MONITOR EMERGENCY RADIO. SEARCH
UNITS AUTHORIZED TO BREAK EMCON AND TRANSMIT "THIS IS
BLACKHAWK". GLITTER WILL RESPOND WITH "BLUEBIRD" AND
WILL ASSIST SEARCH UNIT AS ABLE. IF SURFACE ^{SEARCH OR PICKUP} ~~UNIT~~ IS REQUIRED,
CACTUS OPERATIONS OFFICER WILL ACCOMPANY SURFACE UNIT AND
PROVIDE C. O. WITH SOP.

END OF MESSAGE

C/IDTOSA

RELEASES OFFICER:

~~TOP SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED

AUTHENTICATING OFFICER

Copy 11

ORIG: 8 MAY 64 11 25Z
 UNIT: IDEA/OSA
 EXT:
 DATE: 7 MAY 64

CLASSIFIED MESSAGE

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TO : KWCACTUS
 FROM: DIRECTOR
 CONF:
 INFO: OPS 1-15
for

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06157

TO IMMEDIATE CACTUS INFO

CITE ADIC

6640

RECITAL-X FISH HAWK

REF: A. ADIC 6175

B. FISH HAWK OPNS CONFERENCE 4 MAY. ABOARD USS RANGER

1. PER DISCUSSIONS AND AGREEMENTS DURING REF B, THE
 POLG CHANGES TO OPS ORD 3-64 WILL NOW APPLY:

A. RE PART V PARA A.1. U-2: CHANGE TO READ:

(A) LEG NBR ONE 348/0094G 362/0104G
 DEPT EDWARDS AFB 12/1900Z 12/2000Z
 ARR USS RANGER 12/2215Z 12/2245Z

B. RE PART V PARA A.3. USS RANGER: CHANGE TO READ:

(A) DEPART ALEMEDA NAS 11 MAY
 (B) RECOVERS U-2/348 (OFF SAN CLEMENTE IS) 12/2215Z
 (C) RECOVERS U-2/362 (OFF SAN CLEMENTE IS) 12/2245Z

C. RE PART V PARA B DETAILED U-2 FERRY ROUTE: CHANGE TO READ:

PT. A. 3402N 11826W
 B. 3256 11911
 C. 2850 12130

COORDINATING OFFICERS

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RELEASING OFFICER

AUTHENTICATING OFFICER

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TO

INFO

CITE

D. 2842 12118

E. 3237 11848

F. 3250 11842

D. RE PART V PARA H.3. SPECIAL INSTRUCTIONS FOR
CARRIER OPNS: CHANGE TO READ:

TWO TOUCH AND GO'S AND ONE TRAPPED LANDING WILL
BE MIN REQUIREMENT FOR PILOT REQUALIFICATION ABOARD
SHIP.

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

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W. CHERBONNEAUX
IDEA/OSA

AUTHENTICATING OFFICER

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08 May 64 16 50z CLASSIFIED MESSAGE

ORIG: UNIT: IDEA/OSA
EXT: TOP SECRET
DATE: 8 MAY 64

TO: KWCACTUS
FROM: DIRECTOR
CONF: OPS 1-15
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	ROUTINE	OPERATIONAL IMMEDIATE

6189

TO IMMEDIATE CACTUS INFO CITE ADIC 6654
 RECITAL-X FISH HAWK
 REF: ADIC 8840

PLEASE CHANGE 1.A. (A) REF MSG, ARTICLE 348 - ARR USS RANGER
 DATE/TIME FROM 12/2215Z TO 12/2145Z.

END OF MESSAGE

VERNON R. MORRIS
 C/IDEA/OSA

COORDINATING OFFICERS

IDEA/OSA

RELEASING OFFICER

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8 MAY 64 232
 ORIG: V. E. MORRIS
 UNIT: C/IDEA/OSA
 EXT:
 DATE: 8 MAY 1964

CLASSIFIED MESSAGE

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TO: KWCACUS

FROM: DIRECTOR

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06248

TO: PRIORITY CACTUS

INFO

CITE ADIC

6689

RECITAL-X FISH HAWK

FOLG COMFIRSTFLT MSG DTG 08/0145Z SENT USS RANGER AND IS
 QUOTED FOR YOUR INFO: QUOTE - INSTRUCTIONS FOR CONDUCT OF
 OPERATION FISH HAWK (TS).

A. OPENEN OP ORD 3-64 KCNO MSG 301815Z APR.

B. CNO 020111Z.

C. COMFIRSTFLT 051742Z.

1. PURPOSE.

TO PROVIDE INSTRUCTIONS TO CO RANGER (CYA 61) FOR THE CONDUCT OF
 OPERATION AS SPECIFIED IN REFERENCES A, B, AND C.

2. CONCEPT.

A. SITUATION. AS SPECIFIED IN REFERENCES. (1) IN ORDER TO
 CARRY OUT THE PROVISIONS OF REFERENCES. A, B, AND C THE FOLLOWING
 ADDITIONAL PROVISIONS APPLY: (A) 11 MAY: RANGER LOAD AND WHEN
 READY FOR SEA, DEPART SFRAN FOR POSIT ABOUT 50 MILES WEST OF PT
 ARGUELLO ARRIVING 12 MAY. (B) 12 MAY: RANGER ARR POSIT ABOUT
 50 MILES WEST OF PT ARGUELLO HAVING CONDUCTED PRELIMINARY AERIAL

COORDINATING OFFICERS

RELEASING OFFICER

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downgrading and
declassification

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PAGE TWO

06248

TO

INFO

CITE

SURVEILLANCE FOR CLEAR. CONDUCT REQUAL AND RECOVERY MISSION
AIRCRAFT, REMAINING OUT OF SIGHT CONTACT OTHER SHIPS. UPON
COMPLETION DEPART THE AREA CHECK OUT MOVPT SYSTEM IN ACCORDANCE
ART 224 OF SUPPLEMENT TO NWIP 10-1A. SET EMCON BELOW 30 MCS AND
PROCEED VIC 09-22N 12900W TO ARR 152100Z. (C) 15 MAY: ABOUT
2100Z RANGER PARSONS EDVU AND UNREP FROM PLATTE VIC 09-22N
129-00W. UPON COMPLETION RANGER WITH PARSONS UNDER YOUR OPCON
DEPART THE AREA WITH PARSONS AS ADVANCE PICKET, PROCEED AT 25 KTS
TO VIC 14-00S 138-00W, TO ARR AT 181500Z. (D) 16 MAY: RANGER
CONDUCT OPERATIONS AS DIRECTED BY REFS A AND B AS MODIFIED BY REF C.
RANGER REFUEL PARSONS AS REQUIRED. IF THE OPERATION IS COMPLETED
ON 16 MAY, RANGER AND PARSONS DEPART THE AREA AT 23 KTS TO VIC OF
09-22N 131-45W TO ARR 22 MAY. (E) IF THE OPERATION IS NOT COM-
PLETED ON 16 MAY, RANGER AND PARSONS CLEAR THE LAUNCH AREA, BUT
REMAIN WITHIN REACH OF IT AND AWAIT FURTHER DIRECTIONS FROM
COMFIRSTFLT BASED ON REQUEST FROM OPCEN. (F) 22 MAY: RANGER
AND PARSONS UNREP FROM PLATTE VIC OF 09-22N 131-45W, UPON

COORDINATING OFFICERS

RELEASING OFFICER

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declassification

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TO:
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PAGE THREE

06248

TO INFO CITE

COMPLETION RANGER FLY OFF MSN AIRCRAFT AND PROCEED TO SFRAN TO
ARR 26 MAY. EVENTS OF 22 MAY WILL BE DELAYED IF THE MISSION IS
NOT COMPLETED ON 18 MAY. UPON COMPLETION OF UNREP RELEASE OPCON
PARSONS AND DIRECT PLATTE PARSONS PROCEED HOMEPORTS.

3. OBJECTIVES.

AS STATED IN REF A.

4. AREA OF OPERATION.

AS STATED IN REF A.

5. FORCES

ASSIGNED AND TASK DESIGNATIONS:

- A. USS RANGER - TG 171.1
- B. USS PARSONS - TG 15.4
- C. USS PLATTE - TG 18.1
- 6. SPECIAL INSTRUCTIONS.

A. RANGER, PARSONS, PLATTE WILL CHECK OUT OF KOVRPT SYSTEM IN
ACCORD ART 224 OF SUPPLEMENT TO NWIP 10-1A ON DEP LOCAL OP AREA.
PARSONS AND PLATTE REMAIN IN EMCON UNTIL RETURN TO LOCAL OP AREA.

COORDINATING OFFICERS
RANGER REMAIN IN EMCON UNTIL RETURN TO APPROACHES OF SFRAN OP AREA.

RELEASING OFFICER

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PAGE FOUR

06248

TO INFO CITE

EXCEPTIONS AS FOLLOWS:

(1) RANGER: BREAK ENCOM ONLY AS REQUIRED TO TRANSMIT NECESSARY MISSION DATA OR IN AN EMERGENCY.

(2) PARSONS: ONLY IN EMERGENCY OR AS DIRECTED BY CTG 171.1

(3) PLATTE: ONLY IN EMERGENCY OR AS DIRECTED BY CTG 171.1 IN EFFECTING RDVU OR CHANGE IN POSIT.

B. RANGER, PARSONS AND PLATTE WILL ASSUME TASK GROUP DESIGNATORS (PARA 5) ON DEPARTURE FROM HOMEPORTS. COMMUNICATIONS THEREAFTER WILL BE ADDRESSED ACCORDINGLY.

C. COMFIRSTFLT WILL RECEIVE AND TAKE ACTION AS NECESSARY ON ROUTINE TRAFFIC FOR ALL UNITS.

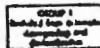
D. RANGER PARSONS GUARD FOXTROT ROMEO UNTIL 160000Z THEN SHIFT TO HOTEL ROMEO UNTIL 230000Z THEN SHIFT BACK. PLATTE WILL GUARD FOXTROT ROMEO THROUGHOUT. COMFIRSTFLT WILL NOTIFY NAV^COMISTAS.

UNQUOTE

END OF MESSAGE

VERNON R. MORRIS
C/IDEA/OSA

COORDINATING OFFICERS

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AUTHENTICATING OFFICER

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11 MAY 64 15 24z
 ORIG: [REDACTED]
 UNIT: WS/OSA
 EXT: [REDACTED]
 DATE: 11 MAY 64

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TO : WECEN

FROM: DIR

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OPS 1-8/Ret

06448

TO WECEN

INFO CURFEW

CITE ADIC

6741

RECITAL-130

A. FISH HWWK

B. 16/1530Z TO 2200Z MAY 64 AND DAILY THEREAFTER UFN.

C. AREA WITHIN 15 AND 259, 160 AND 130W.

D. (A) 2200S/13900W (B) 2307S 13457W (C) 1800S 14100W (D) 1730S 14600W
 (E) 1737S 14934W

E. LAUNCH 1400S 13800W; A-2318S 13430W; B-2258 13520; O-2140 13835;

D-2200 13910; E-2200 13845; F-2132 13900; G-1830 14040; H-1752 14110;

I-1738 14507; J-1710 14550; K-1800 14900; L-1720 14950; RECOVER

1440 14730. (ALTS-40M AND 70M)

F. IMMEDIATE CURFEW (INFO ADIC) NLT 15/1330Z FOR R-131 (COMMO CHECK)

NLT 16/1300Z FOR R-131 V.D 17TH

NLT 17/0030Z FOR R-133

NLT 17/0530Z FOR R-133H

NLT 17/0930Z FOR R-135

R-131 THRU 135 WILL BE TRANSMITTED DAILY, COMMENCING 16/1330Z UFN.

NO EMERGENCY ALTERNATES ARE AVAILABLE. USS RANGER WILL BE OP BASE.

COORDINATING OFFICERS

I DEMIST

EOM

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AUTHENTICATING OFFICER

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15 MAY 64 15 40 CLASSIFIED MESSAGE

ORIG: J. W. CHERBONNEAUX
UNIT: C/IDEA/OSA
EXT:
DATE: 15 MAY 1964

TO: KWCURFEW KWCACTUS
FROM: DIRECTOR
CONF: OPS 1-15 *Wald*
INFO:

TOP SECRET

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7354

TO IMMEDIATE CURFEW INFO CACTUS CITE ADIC 7101
RECITAL-X FISH HAWK

1. RKF YOUR COMMO BREVITY CODE, ADD THE FOLG: ROGER ROGER - RECEIPT ACKNOWLEDGED OF MSG (CITE NBR/DATE/TIME).
2. REQ YOUR PRESENT POSITION, AND DAILY POSITION REPORT AS OF 0001Z.
3. REQ RECEIPT ACKNOWLEDGEMENT OF THIS MSG.
4. FYI THIS INFO TO BE COORDINATED WITH USN.

END OF MESSAGE

VERNON E. MORRIS
C/IDEA/OSA
RELEASING OFFICER

COORDINATING OFFICERS
TOP SECRET

JAMES V. CHERBONNEAUX
IDEA/OSA
AUTHENTICATING OFFICER

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IDEA-1495

Copy ___ of ___

4 September 1963

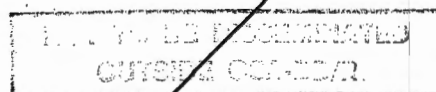
MEMORANDUM FOR THE RECORD

SUBJECT: Project WHALE TALE-II

1. On Monday afternoon, 26 August 1963 a meeting was held at the Monterey Naval Air Facility in order to formulate plans for Subject operation. Those in attendance were James Cunningham, James Cherbonneau and the undersigned representing Headquarters; Col. Gregory and James Barnes from Edwards; Capt. Carmody from Headquarters Navy; Capt. William Craven, CO of the Monterey Facility and Lt. Cdr. John Huber, the Landing Signal Officer for the operation.

2. At this meeting it was decided that carrier landing training would begin at the Monterey Naval Air Facility on Monday 16 September 1963 and would last for approximately four weeks, being spread out between Monterey, Lemoore Naval Air Station (near-by) Pensacola Naval Air Station, Pensacola, Florida and at sea, aboard the carrier Lexington. Navy Jet Trainers, T-2A's will be used. A total of ten drivers including the two Jacksons will be trained; four the first two times around and two the last.

3. It was agreed that the drivers, along with a Security Officer from Edwards, will stay at a large Motel in Monterey. Different motels will be used for each group. The drivers will be documented as Naval Reserve Officers, which documentation will be made up by Capt. Craven on the morning of their arrival. This documentation will serve only to get the drivers off and on the base without any questions. They will be issued Naval flight gear (orange flying suits) which they will keep in the trunks of their cars like all other reserve pilots. Once they are on the base they will turn their documentation over to Capt. Craven or the Security Officer (Edwards) and while actually flying will carry no documentation whatsoever. Their only activity at the Naval Base will be flying airplanes with the possibility of eating lunch. They will not have access to the Officers Club or Ships Store and accordingly will do everything to avoid con-

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- 2 -

tact with legitimate Navy types.

4. The original plan of having the drivers documented as Lockheed test pilots was abandoned because the airplanes they will be flying are made by North American, and this would never do. The Monterey PIO who is also the SO comes under the control and supervision of Capt. Craven and a press release cannot be made without the concurrence of Capt. Craven. In the event of a mishap, Capt. Craven will not release any statement until it is coordinated with us. Arrangements were also made whereby Subject code word will be used in lieu of the pilots names when refueling at Lemoore or filing flight plans in the event of foul weather.

5. Capt. Craven, who was previously cleared for Idealist, was signed up again and Lt. Cmdr. Huber, who is currently cleared Idealist will be the only two Naval personnel on the immediate scene (Monterey or Lemoore) who will be completely witting. Capt. Craven's Executive Officer and two flight instructors, yet unnamed, will be briefed WHALE TALE by Capt. Craven and will sign Memorandums of Understanding which were provided for him. These forms will be returned to Headquarters via the Edwards SO after they have been executed.

6. It is recommended that for the first session, beginning on 16 September, the drivers and SO make reservations in advance at the Motel "6" which is located at 2126 Fremont Street, Monterey which is within five minutes of the Monterey Air Facility. During the first week, the SO should look around and locate another large motel for the second group, and determine whether or not, in his judgment, the drivers should stay at another motel the second week.

7. The details for the Pensacola phase of this operation have not yet been worked out, however it is not felt that they will constitute any security/cover problems.

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~~FOR OFFICIAL USE ONLY~~WRSP-IV MED/PE SOI
NO 1WEATHER RECONNAISSANCE SQUADRON PROVISIONAL IV
UNITED STATES AIR FORCE
Edwards Air Force Base, California
18 March 1964

Medical

CREW CONTROL PROCEDURES

PURPOSE: To establish crew control procedures defining responsibilities and procedures to insure mission pilots receive premission rest and nourishment.

1. Policy. It will be the policy of this organization that drivers, when alerted for operational missions, will be provided air conditioned facilities to guaranty adequate undisturbed rest prior to a mission and a pre-mission meal by a person, or persons, so designated by the Flight Surgeon or the Staging Commander.

2. Responsibilities. a. The Flight Surgeon or Staging Commander will delegate one individual to carry out the responsibilities of this memorandum.

b. The individual assigned the responsibility of this memorandum will insure all the provisions contained herein are complied with. All discrepancies will be reported to the Staging Commander and resolved as soon as possible.

3. Procedures. Upon being notified that the unit is alerted for an operational mission, the responsible individual will arrange for air conditioned quarters for the driver assigned to the mission to guaranty adequate rest. The driver will be provided two Tinal capsules for use at his discretion. Any medical complaints or abnormalities noted in the driver will be reported to the staging commander immediately. A pre and post flight meal and post flight beverage will be arranged as requested by the driver. The post flight meal will be provided before or after the formal debriefing however directed by the Staging Commander. The following schedule will be followed:


- a. X - Takeoff 11:00 - Driver to bed.
- b. X - 3:00 - Driver awakened (actual time at pilots discretion) for toilet and pre-flight meal.
- c. X - 2:15 - Driver to briefing.
- d. X - 1:20 - Driver physical examination.
- e. X - 1:15 - Driver commences pre-breathing.

~~FOR OFFICIAL USE ONLY~~

~~FOR OFFICIAL USE ONLY~~

f. X -

1:15 - Schedule of events from this point in accordance with Operations SOI Number 2, Mission Launching Schedule.


WILLIAM J. GREGORY
Lt Colonel, USAF
Commander

~~FOR OFFICIAL USE ONLY~~

BYE-2321-64

Copy 449

13 FEB 1964

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Vice Admiral John C. Thach, USN, Deputy Chief of Naval Office for Air, regarding U-2 Carrier Capability, 10 February

1. At Captain Gerald F. Collieran's suggestion I met with Admiral Thach in his office to bring him up to date on the current status of U-2 carrier mods, plans for carrier qualifications tests on the USS Ranger, 29 February and following, and to give him a glimpse into the future about how we might make use of the U-2 carrier version, once the capability is established. Present at the meeting in Admiral Thach's office were, in addition to Thach and Collieran, Captain John Fair, USN OP 506, and Rear Admiral W. F. Bringle, USN, Chief of Aviation Plans for Admiral Thach.

2. I briefly summarized the plan to date, and told Admiral Thach of our initial carrier arrestments at Edwards AFB and our success, and with Collieran's assistance filled him in on planning for the Ranger operation (Whale Tale II) at the end of the month. I said that if everything went well we might have a two plane U-2 G capability shortly after the first of March.

3. I then enumerated some of the various intelligence requirements which might well be fulfilled by the use of the U-2 G in the carrier operation, beginning 15 March or thereabouts. Specifically these were:

- a. Reconnaissance of the French atomic testing grounds in the South Pacific Ocean.
- b. Reconnaissance of Yemen and possibly the UAR, whether as one operation or two, from a carrier in the Indian Ocean.
- c. Reconnaissance of SEA from the South China Sea.

In discussing the above I noted to Admiral Thach that we had advised Admiral Felt last week of our carrier capability and, that following instructions

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declassification

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BYE-2321-64

Page 2

relayed to him through our COS in Honolulu, Admiral Felt had sent a message to Admiral Thach acknowledging the briefing and requesting information on the logistics aspects of the U-2 G carrier version. I gave a copy of this message to Admiral Thach in the meeting and he indicated that he would soon have answers to the questions, which he would relay to Felt via our channel once more.

4. Thach said that, in view of the publicity which would attend the movement of the Indian Ocean Task Force, he felt it might be better to meet any commitments in that area by detaching what he called the "South China Sea carriers" to do the job as an individual, and presumably less public, capability. In addition to the possible tasks which I enumerated to Thach above, I mentioned that it might well be feasible to consider the use of one of the heavy attack carriers in the 6th fleet in the Mediterranean as our potential base of emergency operations in that area as called out in COMOP-D-10/15 of 3 February 1964 wherein a statement was made that such a capability for basing U-2 operations against targets in the Middle East should be brought to term.

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BYE-2321-64

Page 3

[REDACTED]

[REDACTED] Admiral Thach said he was certain this was the subject of his lunch meeting with Dr. Fubini on 11 February. In summary, the meeting was extremely pleasant and there appeared to be no question that Thach would be willing to support any request for directed employment of the carrier capability.

[REDACTED]

JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

~~SECRET~~

C05701471

FORM 121 USE PREVIOUS EDITIONS 5-63

Approved for Release: 2012/09/19

WHALE
MFG. 1-65(b)(1)
(b)(3)

CLASSIFIED MESSAGE

DATE 1740Z 20 AUG 65

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TO DIRECTOR

FROM KWCACUS

ACTION:

INFO :

PRIORITY

TOR 1900Z 20 AUG 65

OSA 1-20
Pete

IN-54457

TO PRIORITY ADIC INFO

CITE CACTUS 2889

IDEALIST WHALE TALE/SECUR

REF: A. ADIC 2436

B. ADIC 2340

THIS MESSAGE IN V PARTS.

PART I: WHALE TALE SCHEDULE AS PRESENTLY ESTABLISHED FOLLOWS:

18 AUG- LT COL DOYLE, LT COL MCCARTHY, MAJ CHERBONNEAUX, LT CMDR HUBER, MR JOHNSON, MET WITH CAPT CARMODY, COMMANDING OFFICER USS KITTY HAWK AND HIS STAFF TO ARRANGE FOR FORTHCOMING CARRIER LANDING QUALIFICATIONS.

23-27 AUG- FIELD CARRIER LANDING PRACTICE COMMENCES WITH PILOTS PIANUCCI, ECROYD, BERTHEAT, UTILIZING ARTICLE 348. EACH PILOT IS SCHEDULED TO RECEIVE A MINIMUM OF 5 PERIODS, ACCUMULATING APPROXIMATELY 45 LANDINGS.

30 AUG- LT CMDR HUBER WILL CONDUCT SHIPBOARD BRIEFING FOR ALL PERSONNEL EMPLOYING ON CARRIER OPERATION.

31 AUG- EACH PILOT RECEIVE ONE REFRESHER PERIOD FIELD CARRIER LANDING PRACTICE.

1 SEPT- PERSONNEL AND CARGO DEPART CACTUS FOR ARRIVAL NAS NORTH ISLAND.

~~SECRET~~

GROUP 1
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DOWNGRADING
AND DECLASSIFICATION

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CACTUS 2889 (IN-54457)

~~SECRET~~

PAGE 2

2 SEPT- USS KITTY HAWK TO ARRIVE IN PORT FOR LOADING ABOARD PERSONNEL AND

SUPPORT EQUIPMENT. SHIP WILL DEPART FOR OPERATING AREA TO COMMENCE CARRIER QUALIFICATIONS. ARTICLE 348 WILL LAUNCH FROM CACTUS WITH PILOT PIANUCCI TO RENDEZVOUS WITH SHIP AT PRE-DETERMINED POSITION. QUALIFICATIONS WILL CONTINUE UNTIL SUNSET. THE SHIP WILL REMAIN AT SEA WITH ALL PERSONNEL STAYING ABOARD. ARTICLE WILL BE TAKEN BELOW AND STOWED ON THE HANGER DECK.

3 SEPT-CARRIER QUALIFICATIONS TO CONTINUE UNTIL EACH PILOT HAS COMPLETED FOUR ARRESTED LANDINGS. ARTICLE WILL FERRY TO CACTUS AT COMPLETION OF EXERCISE. SHIP WILL RETURN TO PORT FOR OFF LOADING OF PERSONNEL AND SUPPORT EQUIPMENT.

4 SEPT- PERSONNEL AND SUPPORT EQUIPMENT RETURN TO CACTUS.

PART II- APPROXIMATELY 35 CACTUS PERSONNEL WILL GO ABOARD THE KITTY HAWK.

SOME OF THESE PEOPLE WILL NOT BE NECESSARY FOR THIS EXERCISE, HOWEVER, IT IS CONSIDERED DESIREABLE TO TAKE THEM ALONG FOR PURPOSES OF ORIENTATION. SOME PEOPLE WILL BE ALONG FOR PURPOSES OF SUSTAINING INTEREST AND MORALE. NO PHOTO OR DEFENSIVE SYSTEMS WILL BE TAKEN. HOWEVER, REPRESENTATIVES OF THESE SYSTEMS WILL GO ABOARD FOR ORIENTATION PURPOSES.

PART III- COMMAND CONTROL DURING CARRIER LANDING QUALIFICATIONS WILL BE
DOYLE; PRI FLY
HUBER; LSO PLATFORM
BEDFORD; CIC

PART IV- MAINTENANCE WILL BE CAPABLE OF NORMAL DETACHMENT LEVEL SERVICE

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CACTUS 2889 (IN-54457)
AND REPAIRS.

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PAGE 3

PART V- WE WILL TAKE ABOARD OUR OWN FUEL TRUCK PLUS THE PORTABLE FUEL SYSTEM. ALL REFUELING OF ARTICLE DURING THIS EXERCISE WILL BE FROM THE FUEL TRUCK. TESTING AND EVALUATIONS WILL BE MADE WITH THE PORTABLE FUEL SYSTEM AT THIS TIME IN ORDER TO DETERMINE SUITABILITY, FEASIBILITY, POSITIONING AND HAZARDS, IF ANY.

END OF MSG

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BYE 2935-63
Copy 2 of 12

17 July 1963

MEMORANDUM FOR THE RECORD

**SUBJECT : Additional Conversation with Captain Martin D. Carmody, USN,
on 15 July**

1. Closing out our several discussions of 15 July, Captain Carmody called to advise me that he had spoken to Rear Admiral C. E. Weakley, USN, Deputy Director of Research and Development for the Navy, who controls the fortunes of ONR (Office of Naval Research) about the carrier training operation for which the classified code name of WHALE TALE has been assigned.

2. Captain Carmody said that Admiral Weakley, who is Deputy to Vice Admiral Rayburn, seemed to be quite willing to lend the good name of ONR to the training exercise on the KITTY HAWK next month. The plan would be that the aircraft would be suitably marked with lettering and/or ONR decals before it was hoisted aboard the carrier in North Island. Personnel of the launch party would be attributed to ONR and might even wear appropriate name plates. Captain Carmody has proposed to Admiral Weakley that [redacted] OP-07T12, within the R & D [redacted] of contact for support on matters involving the projected Security Staff, OGA, should check with Commander [redacted] the clearances for Admiral Weakley and [redacted] cannot get together with [redacted] shortly to flesh out [redacted] is described as an old friend and working Edward L. Green of Eastman Kodak, and it is likely that his [redacted] required in the longer term carrier solution as it deals with [redacted] an on-board photographic laboratory facility.

[redacted]
JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

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BYE 2911-63

Copy 12

15 July 1963

(b)(3)

MEMORANDUM FOR : AFIGO-S
Headquarters, USAF

ATTENTION : Colonel Leo P. Geary

SUBJECT : Carrier Launch Capability for U-2 Aircraft

1. As you are aware, this organization has been studying for some time the feasibility of adapting one or two U-2 aircraft to carrier operations, including the launching and retrieval of the aircraft from certain adequate United States Navy carriers of the CVA or attack class. Visits have been made in the last two months to Navy Air Training Command, Pensacola, where the USS LEXINGTON (CVS) was inspected for adequacy, and later to Guantanamo Bay, Cuba, where the USS INDEPENDENCE (CVA) was visited for the same purpose. Engineering studies based in part on earlier efforts in this direction made by Kelly Johnson at our request and subsequently for SAC have also been undertaken by Lockheed. A final Staff Study on the operational feasibility of modifying two aircraft for carrier use is presently in work and will be submitted to the DCI shortly for his views and approval. If approval is forthcoming, we are hopeful that by early 1964 a capability of this sort will be attained.

2. As an interim measure, however, it became apparent that it would be possible in meeting certain high-priority covert collection requirements to launch from a CVA class carrier and retrieve at a land base somewhere within range. Accordingly, the undersigned suggested to the DDCI in a staff paper that if national requirements dictated the coverage of certain critical Middle Eastern intelligence targets, consideration should be given to a covert launch from a Sixth Fleet CVA carrier with retrieval at a land base such as Malta. While subsequent events have made this Middle Eastern coverage less critical,

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BYE 2911-63

Page 2

the DCI has directed that we undertake to check out the carrier launch and land retrieve capability as soon as possible so that it will represent a capability in being between now and the achievement of a complete launch and retrieve envelope next year. The only mechanical problem standing between ourselves and the conduct of such a checkout of a launch from the carrier is the completion of fabrication by Lockheed of an inexpensive hoisting sling for the U-2 aircraft and the fabrication of a fuselage cart which will permit side casting movement of the aircraft from the elevator to the hangar deck and from the hangar deck to the flight deck. Several of our Edwards' pilots were checked out last month in simulated U-2 takeoffs from the USS INDEPENDENCE conducted in Navy TF aircraft which has analogous dimensions and approximates the takeoff speeds of the U-2. It was their unanimous opinion that takeoff would be no problem indeed.

3. In the course of this preliminary feasibility investigation, we have been dealing with Captain Martin D. Carmody, USN, OP-506 in the Pentagon. The DNI and the Chief of Naval Support have also been aware of these on-site investigations, and the latter officer has also furnished engineering advisory personnel to Kelly Johnson to aid in this aspect of the study. A check with Captain Carmody reveals that a training takeoff can be arranged for some time during the period 3 through 16 August 1963 on the USS KITTY HAWK, which during that period will be in a training status without its air carrier group aboard operating from San Diego, California. Launch and retrieval communications for this operation would be handled through the carrier's SSB facility, and only a minimum launch party would be aboard for a single day. Present plans are that the aircraft used for this training exercise would be marked with FAA experimental numbers and Lockheed proprietary insignia. We are, therefore, making preliminary plans to accommodate this training mission with a recovery at Edwards Air Force Base, following a launch at sea during this period. It is anticipated that this schedule can be accommodated in such a way as to involve no change in the normal training regime of the USS KITTY HAWK and, therefore, it is Captain Carmody's view that JCS concurrence is not a requisite.

4. It would be appreciated, however, if you would be good enough to generally advise the Acting D/NRO of the contemplated training operation and

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BYE 2911-63

Page 3

to communicate with us promptly if it is his view that further top level coordination is required.

FOR THE ACTING DEPUTY DIRECTOR (RESEARCH):

By 

JAMES A. CUNNINGHAM, JR.

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CONTROL CHANNELS

March 16, 1964

V. COVER PLAN

This mission will utilize the same cover plan previously coordinated for WHALE TALE THREE. This plan is summarized as follows:

A. Objectives:

1. To conceal the ultimate objective; i.e., the photographic reconnaissance mission of carrier based U-2's.
2. To conceal intelligence community (and particularly C.I.A.) interest and/or participation in the development of an operational capability and ultimate utilization of carrier-based U-2's.
3. To limit, to the greatest extent possible, public knowledge and news media exploitation of carrier-based U-2 training flights.

B. General Cover Plan:

The classified cover story will, in general, be that the Office of Naval Research under a contractual arrangement with the Lockheed Aircraft Company for support, is engaged in a series of classified tests to determine the adaptability and suitability of the U-2 for launchings from various types of carriers, of which the RANGER (CVA-61) is only one. This training mission is the second phase of a program which it is

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Page 8 of 14

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hoped will ultimately culminate in the development of highly sophisticated long-range, high altitude infra-red submarine detection capability with special emphasis on the detection of nuclear-powered submarines. The U-2 was selected for this mission because of its altitude and endurance performance which would permit virtually simultaneous coverage of vast areas of the ocean. The details of the program and the degree of success achieved are classified because of the obvious far-reaching implications of the program with relation to the deployment and surveillance of hostile missile equipped submarines.

C. Implementation:

1. The U-2 will have stenciled on its vertical stabilizer the words "Office of Naval Research". This will be in addition to the normal tail number. The same legend will also be stenciled on both sides of the fuselage under the canopy, and, if available, ONR decals will be affixed as appropriate.

2. Shortly after departure of the carrier, the Captain will, in whatever manner he deems appropriate, advise all carrier personnel of the classified cover story as set forth in Paragraph II above. He will state that this mission is the third phase of the training program, to determine the feasibility of rapid deployment, of the carrier based U-2

BYE 2493-64
Page 9 of 14

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capability to distant areas under simulated combat conditions. He will stress the desire of the Office of Naval Research to maintain strict security in this program and will caution against any discussion or disclosure of these activities with unauthorized persons. He will also point out the possibility that news media could conceivably become aware of the presence of the U-2 on the carrier and speculate in print on its mission. This might, in turn, result in a Navy Department response if deemed advisable. Such a statement, he should note, would not in any way relieve them of their obligation to refrain from any discussion of the program with unauthorized persons.

3. Incidents arising, such as press inquiries or speculative articles appearing in or reported by the various news media, will not in themselves be sufficient cause for public responses. If such queries are received by any governmental agency or representative, he will disclaim any knowledge of the project other than that it is a project being conducted by the Office of Naval Research and suggest that all inquiries should be addressed to the ONR.

4. The Office of the Chief of Naval Information of the ONR in response to inquiries will initially state that he will have to investigate before issuing a statement. Such inquiries will immediately be reported

BYE 2493-64
Page 10 of 14

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to the Head, Planning Requirements Branch, Office of the Chief of Naval Operations, and to the Asst. Director (or Deputy Assistant Director), Office of Special Activities, DD/S&T, CIA. After coordination with the Ad Hoc Cover Committee, and if it is considered necessary and desirable, the Information Officer, ONR, will be authorized to issue a statement which will, in substance, acknowledge that the ONR is engaged in tests to determine the feasibility of handling and launching U-2 type aircraft from an aircraft carrier. If the tests are successful, the U-2 will then be used for experimental tests of submarine detection equipment. The Lockheed Aircraft Corp., under a contractual arrangement with ONR, is providing support for the project. Further details of the project are classified.

D. Forced Landing or Incident:

In the event of a forced landing or other incident which might require an explanation of his mission by the pilot, he will adhere to the classified cover story described in Paragraph II. This explanation will be given only to the ranking authority at the facility involved whether it be American or alien, and the pilot will request that it be treated as classified information. Any further queries will be handled in accordance with Paragraphs III C and D above with the exception that if another

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Page 11 of 14~~TOP SECRET~~

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country is involved, any official public statement will be issued by the
State Department after coordination with the Contingency Planning Committee.

BYE 2493-64
Page 12 of 14

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Copy 8 of 8

7 August 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Project WHALE TALE

(b)(3)

1. The undersigned along with Colonels Songer and Martens arrived on the Kitty Hawk approximately 1400 on Sunday, 4 August 1963 where we were met by Captain Carmody. Preliminary arrangements were made for loading the U-2 onto the carrier. The carnival which was then in progress was situated some three hundred yards from the carrier; however, a warehouse prevented direct visual observation between the carnival and the point where the U-2 was to be loaded aboard.

2. At approximately 1645 same date, the undersigned, along with Colonels Songer and Martens, Captains Carmody and Duncan repaired to the North Island Control Tower where we observed the U-2 land without incident or fanfare at 1658. The U-2 taxied to the far end of the airport where it was secured in a controlled area which precluded visual observation from the populous portion of the naval base.

3. At approximately 0200 on Monday, 5 August, the U-2 was towed to the side of the carrier after floodlights along the way had been turned off. There was a minimum of activity in the general area of the carrier at this time and after being secured to her sling, the U-2 was hoisted to the flight deck of the carrier. As soon as possible thereafter she was pushed onto the starboard aft elevator and lowered into the hangar. Through arrangements laid on by Captain Carmody those San Diego base personnel who assisted in moving the U-2 (fire chief, SP's, crane operator, etc.) were briefed in general terms as to the sensitivity of the ONR exercise and were admonished not to discuss same with anyone. Shortly after getting underway on the morning of 5 August, Mr. Cunningham, Captain Carmody, the Carrier's Executive Officer and the undersigned got together and worked out the announcement which Captain Epes was to make. Before the announcement, however, it was deemed appropriate to have Captain Epes notify the crew

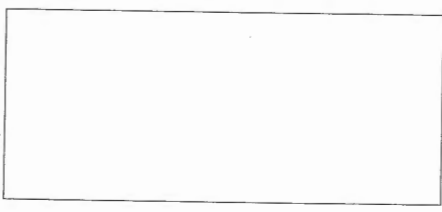
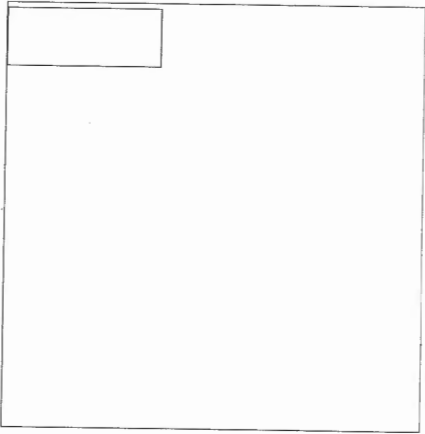
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Page 2

that no personal photographs were to be taken. This was done. Later in the morning after complimenting the crew on the splendid job they were doing, the Captain announced the purpose and sensitivity of the operation pursuant to the original cover story. Somewhat after the launch and shortly before docking, Captain Epes again, over the PA system, reminded the crew of their responsibility and in discussing the operation.

4. It is the undersign's opinion that the security of this operation was excellent and its success can be attributed directly and indirectly to Captain Carmody.

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TO : KWBEIGE KWCACTUS

FROM : DIRECTOR

CONF : OSA 1-15

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TO : PRITY BEIGE CACTUS INFO

WHALE TALE

1. PURPOSE OF THIS MSG IS TO CONFIRM COORDINATION, ACTIONS AND RESPONSIBILITIES ASSOCIATED WITH THE AIRCRAFT LAUNCH FROM THE KITTY HAWK.

2. CLASSIFIED COVER STORY FOR DISSEMINATION ONLY AMONG PERSONNEL DIRECTLY INVOLVED WITH PROJECT WHALE TALE FOLLOWS:

A. "THE OFFICE OF NAVAL RESEARCH UNDER A CONTRACTUAL ARRANGEMENT WITH THE LOCKHEED AIRCRAFT CO. FOR SUPPORT, IS ENGAGED IN A SERIES OF CLASSIFIED TESTS TO DETERMINE THE ADAPTABILITY AND SUITABILITY OF THE U-2 FOR LAUNCHINGS FROM VARIOUS TYPES OF CARRIERS, OF WHICH THE KITTY HAWK (CVA-63) IS ONLY ONE. THESE LAUNCH TESTS ARE THE FIRST PHASE OF A PROGRAM WHICH IT IS HOPED WILL ULTIMATELY CULMINATE IN THE DEVELOPMENT OF HIGHLY SOPHISTICATED LONG RANGE, HIGH ALTITUDE INFRA-RED SUBMARINE DETECTION CAPABILITY WITH SPECIAL EMPHASIS ON THE DETECTION OF NUCLEAR-POWERED SUBMARINES. THE U-2 WAS SELECTED FOR THIS MISSION BECAUSE OF ITS ALTITUDE AND ENDURANCE PERFORMANCE WHICH WOULD PERMIT VIRTUALLY SIMULTANEOUS COVERAGE OF VAST AREAS OF THE

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OCEAN. THE DETAILS OF THE PROGRAM AND THE DEGREE OF SUCCESS ACHIEVED ARE CLASSIFIED BECAUSE OF THE OBVIOUS FAR-REACHING IMPLICATIONS OF THE PROGRAM WITH RELATION TO THE DEPLOYMENT AND SURVEILLANCE OF HOSTILE MISSILE EQUIPPED SUBMARINES". (END OF STORY.)

3. PRIOR TO ITS DEPARTURE FROM BURBANK, THE U-2 WILL HAVE STENCILED ON ITS VERTICAL STABILIZER THE WORDS "OFFICE OF NAVAL RESEARCH". THIS WILL BE IN ADDITION TO THE NORMAL TAIL NUMBER. THE SAME LEGEND WILL ALSO BE STENCILED ON BOTH SIDES OF THE FUSELAGE UNDER THE CANOPY, AND, IF AVAILABLE, ONR DECALS WILL BE AFFIXED AS APPROPRIATE.

A. THE AIRCRAFT WILL BE FITTED WITH A PLAIN HATCH PRIOR TO ITS DEPARTURE FROM BURBANK AND AT ALL TIMES DURING THE CARRIER OPERATION.

B. SHORTLY AFTER DEPARTURE OF THE CARRIER FROM NORTH ISLAND, THE CAPTAIN WILL, IN WHATEVER MANNER HE DEEMS APPROPRIATE, ADVISE ALL CARRIER PERSONNEL OF THE CLASSIFIED COVER STORY AS SET FORTH IN PARAGRAPH ^{2A}~~1A~~, ABOVE. HE WILL STRESS THE DESIRE OF THE OFFICE OF

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PAGE THREE

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NAVAL RESEARCH TO MAINTAIN STRICT SECURITY IN THIS PROGRAM AND WILL CAUTION AGAINST ANY DISCUSSION OR DISCLOSURE OF THESE ACTIVITIES WITH UNAUTHORIZED PERSONS. HE WILL ALSO POINT OUT THE POSSIBILITY THAT NEWS MEDIA COULD CONCEIVABLY BECOME AWARE OF THE PRESENCE OF THE U-2 ON THE CARRIER AND SPECULATE IN PRINT ON ITS MISSION. THIS MIGHT, IN TURN, RESULT IN A NAVY DEPARTMENT RESPONSE IF DEEMED ADVISABLE. SUCH A STATEMENT, HE SHOULD NOTE, WOULD NOT IN ANY WAY RELIEVE THEM OF THEIR OBLIGATION TO REFRAIN FROM ANY DISCUSSION OF THE PROGRAM WITH UNAUTHORIZED PERSONS.

C. INCIDENTS ARISING, SUCH AS PRESS INQUIRIES OR SPECULATIVE ARTICLES APPEARING IN OR REPORTED BY THE VARIOUS NEWS MEDIA, WILL NOT IN THEMSELVES BE SUFFICIENT CAUSE FOR PUBLIC RESPONSES. IF SUCH QUERIES ARE RECEIVED BY ANY GOVERNMENTAL AGENCY OR REPRESENTATIVE, HE WILL DISCLAIM ANY KNOWLEDGE OF THE PROJECT OTHER THAN THAT ^{IT} IS A PROJECT BEING CONDUCTED BY THE OFFICE OF NAVAL RESEARCH AND SUGGEST THAT ALL INQUIRIES SHOULD BE ADDRESSED TO THE OFFICE OF THE CHIEF OF NAVAL INFORMATION.

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PAGE FOUR

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D. THE OFFICE OF THE CHIEF OF NAVAL INFORMATION ~~ONR~~ IN RESPONSE TO INQUIRIES WILL INITIALLY STATE THAT HE WILL HAVE TO INVESTIGATE BEFORE ISSUING A STATEMENT. SUCH INQUIRIES WILL IMMEDIATELY BE REPORTED TO THE HEAD, PLANNING REQUIREMENTS BRANCH, OFFICE OF THE CHIEF OF NAVAL OPERATIONS, AND TO THE ASST. DIRECTOR (OR DEPUTY ASSISTANT DIRECTOR), OFFICE OF SPECIAL ACTIVITIES, DD/R, CIA. AFTER COORDINATION WITH THE AD HOC COVER COMMITTEE, AND IF IT IS CONSIDERED NECESSARY AND DESIRABLE, THE ~~OFFICE OF THE CHIEF OF NAVAL INFORMATION~~ ~~INFORMATION OFFICER, ONR~~, WILL BE AUTHORIZED TO ISSUE A STATEMENT WHICH WILL, IN SUBSTANCE, ACKNOWLEDGE THAT THE ONR IS ENGAGED IN TESTS TO DETERMINE THE FEASIBILITY OF HANDLING AND LAUNCHING U-2 TYPE AIRCRAFT FROM AN AIRCRAFT CARRIER. IF THE TESTS ARE SUCCESSFUL, THE U-2 WILL THEN BE USED FOR EXPERIMENTAL TESTS OF SUBMARINE DETECTION EQUIPMENT. THE LOCKHEED AIRCRAFT CORP., UNDER A CONTRACTUAL ARRANGEMENT WITH ONR, IS PROVIDING SUPPORT FOR THE PROJECT. FURTHER DETAILS OF THE PROJECT ARE CLASSIFIED.

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4. THROUGH PRIOR MEETINGS AND COORDINATION THE FOLLOWING
RESPONSIBILITIES AND ACTIONS HAVE BEEN ^{ASSUMED} ~~APPROVED~~ BY KWBEIGE:

A. PROVIDE:

1. U-2 AND PILOT.
2. U-2 DOLLY AND LOW BOY.
3. FUEL TRUCK AND FUEL.
4. GRND CREW, STARTER, EQUIP, AND SPARE PARTS.

B. RESPONSIBLE FOR:

1. POSITIONING U-2 DOLLY AND LOW BOY AT NORTH ISLAND
IN SECURE AREA.
2. POSITIONING FUEL TRUCK W/FUEL AT NORTH ISLAND IN
SECURE AREA.
3. FERRY FLT OF U-2 TO NI AND RETURN LAC.

5. COMMUNICATIONS:

- A. CARRIER CALL SIGN WILL BE "CROSS FIRE".
- B. U-2 CALL SIGN WILL BE "CROSS FIRE 56".

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C. T/O FREQ - 258.6 MCS.

D. IMMEDIATELY AFTER T/O SWITCH TO APP AND DEP ~~CTL~~ FREQ
325.0, 283.4, 368.2 OR 387.4 AS COORDINATED PRIOR TO T/O.

E. U-2 WILL BE CONTROLLED BY "CROSS FIRE" WITHIN 100 NM AT
WHICH TIME CONTACT WILL BE MADE WITH LOCKHEED (BURBANK) ON APPROPRIATE
UHF FREQ.

F. KITTY HAWK WILL MONITOR SSB FREQ OF 6723.0 KCS WHICH ALSO
WILL BE MONITORED BY EDWARDS AFB. AT THE 100NM PT EDWARDS WILL MONITOR
6750.0 KCS.

G. KITTY HAWK HAS TACAN (CH 1 - ALPHA, DELTA). LF HOMER
BEACON ON 532 KCS AND UHF HOMER BEACON ON 272.2 MCS.

6. CLEARANCE PROCEDURES:

A. FOR U-2 DEP FROM LAC FILE NORMAL FLT PLN TO NORTH ISLAND.

B. DO NOT FILE A FLT PLN FOR KITTY HAWK LAUNCH AND RETURN
TO LAC BURBANK. FORWARD HQS COORDINATES, HEADING AND APPROX TIME
OF ADIZ PENETRATION; HQS WILL COORDINATE RADAR SUPPRESSION WITH NORAD.
REQ LAC ALERT BURBANK TWR AS TO APPROX ARRIVAL OF U-2.

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PAGE SEVEN

OUT 13697

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7. PERSONNEL:

A. HQS:

- | | |
|--|-----------------------------|
| 1. LT. COL. DE. SONGER | 5. LT. COL. KENNETH MARTENS |
| 2. J. A. CUNNINGHAM, JR. | 6. MAJ. A. GRIMES |
| 3. LT. COL. V. E. WICKMAN | |
| 4. | |

B. EDWARDS:*

- | | |
|------------------------|------------------|
| 1. Lt. COL. W. GREGORY | 5. MR. J. BARNES |
| 2. LT. COL. J. KUTTLER | 6. MR. URIE |
| 3. MR. PREWIT | |
| 4. MR. JOHNSON | |

*(ADDED PERSONNEL WILL BE ABLE TO VISIT NORTH ISLAND FOR CARRIER
 SURVEY AT LATER DATE).

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C. LAC:

- | | |
|---------------------|------------------|
| 1. C. L. JOHNSON | 6. I. H. JOHNSON |
| 2. R. E. SCHUMACHER | 7. R. BEECHER |
| 3. F. A. CAVANAUGH | 8. L. FLYNN |
| 4. L. E. SAKALA | 9. J. WEIS |
| 5. L. GAVETTE | |

D. FOR ~~SAFT GROUP~~ *Edwardss*

HQS REQUESTS LT/CDR JOHN J HUBER BE ABOARD CARRIER DURING
PROJECT TO PROVIDE ASSISTANCE AS REQUIRED.

8. SCHEDULE OF EVENTS:

A. LAC WILL HAVE NECESSARY EQUIP AND FUEL TRUCK W/FUEL IN
PLACE N ISLAND FOR LOADING NLT 4 AUG 1700L.

B. 4 AUG - U-2 ARRIVE N ISLAND JUST PRIOR NAS OFFICIAL
SUNSET TIME.

C. 4 AUG - LOAD U-2 AND EQUIP.

D. 5/0730 - CARRIER DEPART NI.

E. 5/1030 - U-2 LAUNCH.

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PAGE NINE

OUT 13697

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F. 5/APPROX 1230L - U-2 ARRIVE LAC, BURBANK.

G. PARTICIPATING PERSONNEL AND OBSERVERS ARE REQUESTED TO
ARRIVE N ISLAND FOR CARRIER BOARDING 4 AUG AFTER 1300L.

9. THRU LAC, REQUEST THE FOLLOWING BE FORWARDED TO HQS. ASAP AFTER
COMPLETION OF PROJECT WHALE TALE.

A. COMPLETE SET OF MOVIES AND STILLS.

B. COMPREHENSIVE REPORT COVERING ALL ASPECTS OF PROJECT
WHALE TALE TO INCLUDE BUT NOT LIMITED TO:

(1) WHAT WERE DIFFICULTIES (IF ANY) ENCOUNTERED DURING
LOADING?

(2) WHAT WERE DIFFICULTIES (IF ANY) ENCOUNTERED DURING
A/C MOVEMENT FROM "DOLLY" TO "LOWBOY" AND FROM DECK TO HANGAR?

(3) FACTORS BEARING ON PILOTS ABILITY TO MAINTAIN DESIRED
PATH DURING TAKEOFF.

(4) POGO DROP OFF AND STOP POINT.

(5) AFTER REMOVAL OF PLATE ON TOP OF DECK LANDING LIGHTS
HOW FAR IS PROTRUSION ABOVE DECK? WHAT WILL BE EFFECT ON A/C

COORDINATING OFFICERS

~~TOP~~
SECRET

RELEASING OFFICER

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

ORIG :
UNIT :
EXT :
DATE :

~~TOP~~
SECRET

ROUTING

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TO :
FROM :
CONF :
INFO :

P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE TEN

OUT 13647

TO INFO CITE

IF GEAR TRAVERSES PROTRUSION ON T/O OR LANDING?

(6) WHAT WAS ACTUAL T/O DIST IN COMPARISON TO COMPUTED T/O DIST.

(7) WHAT EFFECT DOES AIRFLOW OVER BOW HAVE ON TAKE-OFF PATH?

10. ASAP AFTER TEST SCHUMACHER BRIEF CACTUS PILOTS ON FINDINGS RE PILOT TECHNIQUES SO CACTUS PILOTS CAN CARRY ON WITH DEVELOPEMENT OF OPERATIONAL PRACTICES.

11. SEVERAL LOW APPROACHES SHOULD BE MADE TO SEEK MAX DATA ON TYPE OF APPROACH TO BE RECOMMENDED. FIND OUT WHETHER LSO OR MIRROR SYSTEM OR COMBINATION OF BOTH IS BEST FOR U-2. FIRST APPROACH SHOULD BE NO LOWER THAN 200 FT WITH SUCCESSIVE APPROACHES DECREASING ALTITUDE DOWN TO NEAR TOUCH AND GO. HQS HAS NO OBJECTION TO TRYING AN ACTUAL TOUCH AND GO LANDING IF, IN THE JUDGMENT OF THE PILOT AFTER SEVERAL APPROACHES, IT APPEARS FEASIBLE.

OF MESSAGE

WILLIAM A. SEWARD, JR.
C/IDEA/OD/OSA

RELEASING OFFICER

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C05701458

DATE 0127Z 01 FEB 64

Approved for Release: 2012/09/19
TOP SECRET

TO DIRECTOR

FROM HONOLULU

ACTION: OSA 1-15

INFO :

TOR: 0234Z 01 FEB 64

TO PRIORITY ADIC INFO WHA
RYBAT HBJAYWALK WHALE TALE

REF ADIC 0341

PASS TO DCNO AIR (VADM THACH) FROM FELT.

1. I HAVE BEEN INFORMED ON DEVELOPMENT OF CAPABILITY TO OPERATE U-2 ACFT FROM CARRIERS. CAS WASH DC HAS INDICATED POSSIBILITY OF COVERING HIGH PRIORITY TARGETS FROM THE CVA WHICH MAKES INDIAN OCEAN CRUISE. TESTS TO DATE LEAD CAS TO PREFER LARGE CARRIER OVER ESSEX CONVERSION. CAS REPORTS THEY HOPE FOR OPERATIONAL CAPABILITY PRIOR TO 1 APR BUT NOT BEFORE 15 MAR.

2. THERE IS NO APPROVED ITINERARY FOR THE INDIAN OCEAN CRUISE. I AM AWAITING FURTHER DIRECTIVE FROM THE JCS. HOWEVER, I AM THINKING OF A FIRST CRUISE INVOLVING BONNIE DICK (THE SOUTHERN CVA) AND SOME ADDITIONAL 7TH FLT SHIPS. DEPARTURE FROM SUBIC WOULD BE 5 MAR. DURATION OF CRUISE FROM PORTAL TO PORTAL WOULD BE 30-40 DAYS, DEPENDING ON ITINERARY FOR PORT CALLS. CHANCES ARE THAT TWO DEMONSTRATIONS AT SEA WILL BE LAID ON FOR FOREIGN OFFICIALS.

TOP SECRET

GROUP 1
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downgrading and
declassification

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~~TOP SECRET~~

HULA 0298 -- IN 61090

PAGE TWO (2)

3. YOU CAN BE HELPFUL BY PROVIDING ANSWERS TO FOLLOWING QUESTIONS:

- A. HAVE YOU RUN ANY STUDIES ON AIR GROUP COMPOSITION FOR EACH CLASS CARRIER WITH U-2 ENBARKED? IF SO, WHAT WERE RESULTS?
- B. DO YOU CONTEMPLATE LOADING MORE THAN ONE U-2 ON BOARD?
- C. WHAT ARE HANDLING AND SPOTTING CRITERIA FOR U-2 OPS?
- D. CAN BONNIE DICK HANDLE?
- E. HOW ABOUT MIDWAY?
- F. WHAT ABOUT SPECIAL FUEL STORAGE?

4. I DO NOT RPT NOT LOOK FAVORABLY ON ANY PROPOSAL THAT AIR GROUP BE THINNED OUT TO ACCOMMODATE THE U-2 SPECIAL UNIT DURING 7TH FLT TASK FORCE CRUISE IN THE INDIAN OCEAN. IF SPECIAL TAILORING OF THE AIR GROUP IS NECESSARY IN ORDER TO PERFORM A SPECIAL MISSION TO COVER CRITICAL TARGETS, WE COULD LAY ON A QUICK RUN IN-AND-OUT OPERATION FOR THIS TASK ONLY.

5. RELATED SUBJECT. REQUEST MORE INFO THAN HAS BEEN GIVEN ME BY CAS ON CARRIER LANDING BY C-130 ACFT.

END OF MSG

~~TOP SECRET~~

C05701467

Approved for Release: 2012/09/19

CLASSIFIED MESSAGE

ROUTING

WHALE

(b)(1)

(b)(3)

TO: [REDACTED] *SEP 64*
 FROM: OSA/Security
 DATE: 1 September 1964

~~SECRET~~

1	SS/OSA	9	<i>DDO</i>
2	SS/OSA	10	
3	AD/OSA	11	
4	SD/OSA	12	
5	SAL/OSA	13	
6	IDEA/OSA	14	
7	RB/OSA	15	
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PRIORITY	DEFERRED	PRIORITY	INITIALS
	<input checked="" type="checkbox"/> ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO: KWCACTUS

FROM: DIRECTOR

INFO:

FO:

*OSA 1-15**302.9*

CACTUS

INFO

CITE ADIC

3153

WHALE TALE TWO SECUR

REF: ADIC 3012 (OUT 19268)* (11 SEPT 63)

PER CITED REF, SAME COVER AND PROCEDURES WILL APPLY FOR
 FORTHCOMING WHALE TALE TWO TRAINING AT MONTEREY NAP.

END OF MESSAGE

* REF SET FORTH COVER STORY TO BE FOLLOWED FOR U.S. DRIVERS AND
 KWCROWNS DURING CARRIER TRAINING AT MONTEREY AND PENSACOLA.

COORDINATING OFFICERS

~~SECRET~~

C/SS/OSA

RELEASING OFFICER

GROUP 1
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Copy No. *5*

Approved for Release: 2012/09/19

2 SEP 64 5 20 Z
 ORIG: [REDACTED]
 UNIT: OSA/Security
 EXT: [REDACTED]
 DATE: 1 September 1964

CLASSIFIED

S E C

ROUTING

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SS/OSA	10	EXO
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TO: CNO
 FROM: OPCEN
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OSA 1-15

COVER

TO: CNO INFO

S E C R E T / THIS IS A [REDACTED] MESSAGE/HANDLE VIA BYEMAN CONTROL
 SYSTEM/PROJECT IDEALIST/WHALE TALE TWO [REDACTED] CITE OPCEN 3154

1. IN THE FORTHCOMING TRAINING PHASE AT MONTEREY NAF CAPT. MUNK, CO, WILL BE BRIEFED 1-3.
2. [REDACTED] PILOTS, WHEN NECESSARY, WILL REPRESENT SELVES AS NAVAL RESERVE TRAINING OFFICERS ON TEMPORARY ACTIVE DUTY ENGAGED IN PROFICIENCY FLIGHT TRAINING. [REDACTED] PILOTS, WHEN NECESSARY, WILL REPRESENT SELVES AS [REDACTED] OFFICERS RECENTLY ASSIGNED TO THE DEFENSE LANGUAGE INSTITUTE AT MONTEREY AND TEMPORARILY ASSIGNED TO MONTEREY NAF TO MAINTAIN FLIGHT PROFICIENCY.
3. IN THE EVENT OF AN INCIDENT INCLUDING ACCIDENTS OR BAIL OUTS RESULTING IN PRESS INQUIRIES, ALL QUERIES WILL BE MADE TO CAPT. MUNK WHO WILL BE BRIEFED ON APPROPRIATE PROCEDURES TO BE FOLLOWED.

END OF MESSAGE

COORDINATING OFFICERS

C/SS/OSA

RELEASING OFFICER

S E C R E T

IDEA/OSA: [REDACTED]

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No.

17 JUL 63 22 00 2 CLASSIFIED MESSAGE

ORIG : JAMES A. CUNNINGHAM, JR.
 UNIT : DAD/OSA
 EXT :
 DATE : 11 JULY 1963

TO : KWBEIGE
 FROM : DIRECTOR
 CONF : OSA 1-15
 INFO :

SECRET

ROUTING			
1	DAD/OSA	4	MD/OSA
2	AD/OSA	5	D/FA/OSA
3	DD/R	6	SS/OSA
RB/OSA			
P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
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OUT 11395

TO PRITY BEIGE INFO AIRCRAFT CITE ADIC 9991
 CARRIER STAGING
 FOR FRED CAVANAUGH FROM JIM CUNNINGHAM

1. MATERIAL IS BEING SENT TO YOU AIR MAIL SPECIAL DELIVERY REGISTERED AND WILL DEPART WASHINGTON TOMORROW A. M. WHICH MEANS IT WILL ARRIVE IN LOS ANGELES SATURDAY.

2. CAPTAIN CARMODY HAS NOT YET OBTAINED SHIP'S BLUEPRINTS HE HAD INDICATED WERE TO BE IN HAND THIS WEEK. THESE WILL, HOWEVER, BE FORTHCOMING HE ASSURES ME. IN PLACE OF THESE, HOWEVER, HE HAS FOLLOWING INFO ON SLOPE ANGLE FROM ELEVATOR FLOOR TO HANGAR DECK AND ON OPENING IN SHIP'S SIDE MATCHING UP WITH ELEVATOR:

A. SLOPE ANGLE IS SIX DEGREES WITH FIVE INCHES FALLOFF IN FOUR FEET OF LATERAL TRAVEL.

B. HANGAR DECK OPENING DIMENSIONS AS FOLLOWS: AT ONE FOOT ABOVE RAMP LEVEL 48 FEET 8 INCHES; AT TWO FEET ABOVE RAMP LEVEL 52 FEET 6 INCHES; AT THREE FEET ABOVE RAMP LEVEL 55 FEET 2 INCHES; AT

COORDINATING OFFICERS

RELEASING OFFICER

SECRET

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

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ORIG :
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PAGE TWO

TO

INFO

CITE

FOUR FEET ABOVE RAMP LEVEL 57 FEET 3 INCHES.

C. NO. FOUR ELEVATOR DIMENSIONS ON CARRIERS 59 THRU 62
(INDEPENDENCE IS 62) ARE 63 FEET WIDE BY 52 FEET OUTBOARD, IN CVA'S
63, 64 AND 65, DIMENSIONS ARE 70 FEET WIDE BY 52 FEET OUTBOARD.

3. THINGS ARE MOVING ~~STAYING~~ ^{PROBABLE} TOWARD ACTUAL DEMONSTRATION OF
CARRIER LAUNCH CAPABILITY ON TRAINING BASIS FROM CARRIER AT APPROXI-
MATELY END FIRST WEEK AUGUST. DIRECTOR HAS INSTRUCTED US TO COOR-
DINATE THIS TRAINING DEMONSTRATION WITH D/NRO AND THRU HIM TO JOINT
CHIEFS OF STAFF WHO WILL INSTRUCT NAVY TO MAKE CARRIER AVAILABLE.
GENERAL PLAN WOULD BE TO LOAD U-2 ABOARD CARRIER AFTER LANDING AT
LARGELY ^{F AFB} TO BE HOISTED ABOARD IN MID-STREAM OFF NORFOLK FROM BARGE
IN CHANNEL AND TO BE LAUNCHED FROM CARRIER AFTER ONE DAY'S STEAMING
INTO ATLANTIC WITH POST-STRIKE RECOVERY AT BASE TO BE SELECTED ON
EAST COAST. LAUNCH PARTY WOULD THEN RETURN TO OCEANA NAS AT
NORFOLK BY COD ACFT. WE HAVE NOT FULLY PLANNED THIS OPERATION BUT

COORDINATING OFFICERS

~~SECRET~~

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CLASSIFIED MESSAGE

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PAGE THREE

TO

INFO

CITE

AM TELLING YOU THIS MUCH IN ORDER THAT (A) YOU CAN POST KELLY ON IT,
AND (B) MAKE ALL HASTE POSSIBLE ON LIFTING SLING AND SIDE CASTERING
FUSELAGE CART ARRANGEMENT. PILOT FOR FIRST LAUNCH IN THIS FASHION
WOULD BE CHOSEN FROM CACTUS DETACHMENT AND WOULD PRESUMABLY BE
MARTY KNUTSON.

END OF MESSAGE

DAD/OSA

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

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ORIG: J. W. CHARBONNEAUX
 UNIT: IDEA/OSA
 EXT: [REDACTED]
 DATE: 30 SEP 64

CLASSIFIED MESSAGE

~~SECRET~~

TO: KWCACTUS

FROM: DIRECTOR

CONF:

INFO

ROUTING			
1	IDEA/OSA	9	COMMO/OSA
2	D/FA/OSA	10	CC/OSA
3	PLANS/OSA	11	RB/OSA
4	MD/OSA	12	AD/OSA
5	SD/OSA	13	DAD/OSA
6	SS/OSA	14	
7	ID/OSA	15	
8	SAL/OSA	16	

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28021

TO: CACTUS

INFO

GTF

ADIC

5077

RECITAL-X WHALE TALE FOUR

OPERATIONS PLAN

1. FYI AND PLANNING PURPOSES ADIC NOW INITIATING PLANS FOR A PROGRAM OF CARRIER QUALIFICATION AND REQUALIFICATION OF KWGLITTERS U-2G. PLAN IS TO ESTABLISH WITH USN, A CONTINUOUS CAPABILITY OF KWGLITTER CURRENCY IN THIS PHASE OF U-2 OPNS BY USING ACFT CARRIERS THAT ARE OPERATING IN SO CALIF WATERS, BUT INTERFERING TO A MUCH LESSER DEGREE WITH THE CARRIER SCHEDULES, AS WAS THE CASE IN THE WHALE TALE THREE OPN.

2. BASIC PLAN IS THAT THE U-2'S WOULD BE LAUNCHED FROM KWCACTUS, PROCEED TO THE SHIP AND COMPLETE THE KWGLITTER QUALS (FOUR TOUCH AND GO'S PLUS TWO TRAPPED LANDINGS), REFUELED USING THE SHIP'S JP5 AND RELAUNCHED TO EDWARDS. APPROX SHIP TIE-UP TIME REQUIRED FOR ONE SORTIE TO COMPLETE THE PILOT QUAL WOULD BE ONE HOUR. SORTIES OF THIS TYPE WOULD BE LAUNCHED DAILY OR AS NEAR DAILY AS POSSIBLE, CONSISTENT WITH THE CARRIER AVAILABILITY AND WX CONDITIONS, AND WOULD SCHEDULE TO INTERMIX WITH WHATEVER

COORDINATING OFFICERS

RELEASING OFFICER

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PAGE TWO

28021

INFO

ONE

OTHER FLYING (USN) IS SCHEDULED THAT PARTICULAR DAY.

3. FOLG ARE INITIAL DETAILS OF THE METHOD OF OPERATIONS:
(MORE SPECIFIC INFO WILL BE INCLUDED IN SUBSEQUENT OPS ORDERS).

A. THE FIRST STEP IN THE INITIATION OF AN OPN OF THIS TYPE WOULD BE THE PREPOSITIONING ABOARD THE SELECTED CARRIER OF THE SPECIAL LANDING WIRES, SPARE PARTS, ETC., AND AT THE SAME TIME THE SECURITY BRIEFING OF THE SHIP'S CAPT AND SELECTED CREW MEMBERS, AS WELL AS THE COORD OF DETAILS OF OPN, I.E., CALL SIGNS, FREQS, ETC.

B. NEXT WOULD BE THE ESTABLISHMENT, BY ADIC AND USN, OF THE U-2/CARRIER WEEKLY SCHEDULED PERIODS (AFTERNOONS PREFERRED) AND A METHOD OF COMMO, BY KWCACTUS AND FLEET HQ TO CONFIRM DAILY THE VALIDITY OF THE SCHED TIMES.

C. ON THE MORNING OF A SCHED U-2 SORTIE, A NAVY ~~ACFT~~ ^{TF} WOULD PICK UP AT KWCACTUS THE LSO, OPNS OFFICER AND SELECTED GROUND SUPPORT PERSONNEL FOR ~~ACFT~~ ^{COD} TO THE SHIP.

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

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CLASSIFIED MESSAGE

WHALE

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(b)(3)

AYE 1900Z 03 OCT 63

~~TOP SECRET~~

ROUTING	
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SAL/OSA

ROUTINE

IN 93956

O : DIRECTOR

ROM :

ACTION:

INFO :

OSA 1-15

TOR: 2140Z 03 OCT 63

TO ADIC

INFO

CITE

1359

REF A ADIC 4079

REF B 1353

REF C ADIC 2104

PARA 1. HAVE RECEIVED THE INTERESTING MISSION DIRECTIVE FOR WHALE TALE/TWO AND REF A REGARDING CHANGES IN CARRIER TRAINING SCHEDULES.

PARA 2. FYI WE HAVE DISCARDED THE PREVIOUSLY PROPOSED COVER STORY CONCERNING TEST PILOTS DETACHED FROM (REF B PARA 3) AS ITS USE TO COVER CARRIER INCIDENT WOULD PROBABLY LEAD TO REPERCUSSIONS THIS END.

PARA 3. IN DRAFTING A PLAUSIBLE COVER STORY WE HAVE AIMED AT PRODUCING A STORY WHICH WOULD EMBRACE BOTH THE CARRIER PHASE OF TRAINING AND THE FUTURE CARRIER BORNE OPERATIONAL PHASE. BOTH THESE PHASES WOULD BE SIMILAR IN THE EVENT OF

~~TOP SECRET~~

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declassification

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7

~~TOP SECRET~~

[] 1359 (IN 93956)

PAGE TWO

AN INCIDENT AS IN ALL PROBABILITY THE CARRIER WOULD BE INVOLVED. BEFORE GOING FIRM WITH S OF S AND SENIOR [] WE WOULD BE GRATEFUL FOR YOUR REACTION TO FOLLOWING OUTLINED COVER:

QUOTE. [] OFFICERS ARE ENGAGED ON [] DUTIES WITH UNITED STATES NAVY. THEY ARE AUTHORIZED IN THE COURSE OF THEIR DUTIES TO FLY FROM UNITED STATES BASES AND NAVAL CARRIERS. THEY ARE AT PRESENT ENGAGED ON MAINTAINING THE REQUIRED FLYING PROFICIENCY TRAINING.

UNQUOTE.

PARA 4. THE STORY WOULD ONLY BE SURFACED TO COVER A CARRIER INCIDENT AND OTHER THAN THAT OF COURSE KWGLITTERS WOULD OPERATE IN THE BLACK AS PROPOSED BY YOUR REF C PARA 3. HOWEVER, IT IS POSSIBLE TO DEVELOPE THE COVER TO EMBRACE FUTURE TRAINING REQUIREMENTS AND HAS THE DISTINCT ADVANTAGE THAT KWGLITTERS COULD BE SURFACED AS SERVICE PERSONNEL DURING CARRIER OPERATIONS. THIS OF COURSE WILL DEPEND ON HOW MUCH SHIPS COMPANY ARE BRIEFED.

END OF MESSAGE

13 SEP 63 20 40Z
 ORIG: J. W. CHERBONNEUX
 UNIT: IDEA/OD/OSA
 EXT:
 DATE:

CLASSIFIED MESSAGE

TOP SECRET

TO: KWCACUS

FROM: DIRECTOR

CONF: 0541-15

INFO:

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			INITIALS

OUT19124

TO: PRIORITY CACTUS

INFO

WHALE TALE TWO

U-2 *Canine*

CITE ADIC

2960

1. PURPOSE OF THIS MSG IS TO CONFIRM COORDINATION, ACTIONS AND RESPONSIBILITIES ASSOCIATED WITH THE NAVAL TRAINING PROGRAM TO QUALIFY EDWARDS U-2 PILOTS IN ACFT CARRIER OPERATIONS.

2. ALL MSGS REFERRING TO THIS TRAINING PROGRAM WILL BE SLUGGED "WHALE TALE TWO" (UNCLASSIFIED).

3. THIS PROGRAM WILL BE CONDUCTED AT MONTEREY NAS, AND PENSACOLA NAS. LEMOORE NAS WILL BE USED FOR CARRIER LANDING PRACTICES. THE DURATION OF THIS PROGRAM WILL BE AS FOLLOWS:

- A. ONE WEEK GROUND SCHOOL AT MONTEREY NAS.
- B. TWO TO THREE WEEKS FLIGHT TRNG AT MONTEREY. (USING LEMOORE AS A STAGING BASE ONLY).
- C. ONE WEEK AT PENSACOLA NAS FOR CARRIER QUALS. (THE T2A WILL BE USED THROUGHOUT THIS PORTION OF TRNG).

4. TRNG IN THE U-2 WILL BE CONDUCTED AT EDWARDS NO. BASE, AND WILL BE COVERED BY SEPARATE MSG.

5. EDWARDS PILOTS WILL BE SCHEDULED FOR THIS TRNG IN THREE

COORDINATING OFFICERS

RELEASING OFFICER

TOP SECRET

AUTHENTICATING OFFICER

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10 SEP 63

CLASSIFIED MESSAGE

TOP SECRET

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PAGE TWO

OUT 19/24

TO

INFO

CITE

SEPARATE GROUPS, WITH THE FIRST GROUP OF FOUR STARTING TRNG 16 SEPT 63. SUBSEQUENT GROUPS WILL BE SCHEDULED AS OPERATIONAL COMMITMENTS ALLOW AND AS DIRECTED BY PROJECT HQ.

6. ACTION AND RESPONSIBILITIES OF AGENCIES CONCERNED.

A. EDWARDS DETACHMENT WILL:

(1) PROVIDE HQ WITH NAMES OF FOUR PILOTS TO ATTEND 16 SEPT CLASS, PLUS SUBSEQUENT SCHEDULE OF PILOTS FOR GRPS TWO AND THREE.

(2) PROVIDE TRANSPORTATION OF PERSONNEL TO AND FROM MONTEREY NAS.

(3) PROVIDE A SECURITY OFFICER TO ACCOMPANY PILOTS DURING ALL PHASES OF THIS TRNG PROGRAM.

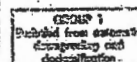
(4) PROVIDE FUNDING FOR TDY OF L/CMDR HUBER, COMM AIR TO AND FROM PENSACOLA, AND AUTO RENTAL. (TWO RENTAL AUTOS AUTH IF NEC).

(5) HAVE FIRST GROUP OF PILOTS AND S.O. REPORT TO CMDG OFFICER, MONTEREY NAS, (CAPT W H CRAVEN - CLEARED I THREE)

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER



AUTHENTICATING OFFICER

10 SEP 63

48 UNCLASSIFIED MESSAGE

ORIG:
UNIT:
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DATE:

~~TOP SECRET~~

ROUTING

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	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO :
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PAGE THREE

OUT 19124

TO

INFO

CITE

ON 16 SEPT 63. PILOTS WILL ATTEND BRIEFINGS AND TRAINING
AS DIRECTED BY CAPT CRAVEN.

B. U S NAVY WILL (AS AGREED AT MONTEREY MEETING 26 AUG 63):

(1) PROVIDE FOR L/CMDR HUBER TO ACCOMPANY EDWARDS PILOTS
THROUGHOUT ALL PHASES OF TRNG.

(2) ISSUE NAVAL FLIGHT GEAR TO EDWARDS PILOTS AT
MONTEREY.

(3) CMDG OFFICER MONTEREY WILL ISSUE NAVAL RESERVE
DOCUMENTATION TO EDWARDS PILOTS.

(4) PROVIDE CARRIER QUALIFICATION TRAINING PROGRAM OF
EDWARDS PILOTS, USING NAVAL ASSETS.

(5) PROVIDE BACK-UP ON COVER STORY AS APPROVED BY
PROJECT SECUR OFFICES.

7. CLASSIFIED COVER STORY FOR DISSEMINATION ONLY AMONG PERSONNEL
DIRECTLY INVOLVED WITH PROJECT WHALE TALE TWO FOLLOWS BY SEP MSG.

END OF MESSAGE

COORDINATING OFFICERS

C/OD/OSA

RELEASING OFFICER

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
declassification

W. A. SEWARD, JR

IDEA/OD/OSA

AUTHENTICATING OFFICER

29 AUG 63 17 31z

CLASSIFIED MESSAGE

ORIG: JAMES A. CUNNINGHAM, JR.

UNIT: DAD/OSA

EXT: [REDACTED]

DATE: 29 AUGUST 1963

~~SECRET~~

ROUTING

1	DAD/OSA	9
2	AD/OSA	10
3	DD/S&T	11
4	D/FA/OSA	12
5	SS/OSA	13
6	SAL/OSA	14
7	RB/OSA	15
8		16

TO: [REDACTED]

FROM: DIRECTOR

CONF: OSA 1-15

INFO: [REDACTED]

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CITE 17603

TO: [REDACTED]

INFO: [REDACTED]

CITE

ADIC

2375

RE A. ADIC 2104 (OUT 16844)

B. [REDACTED] 1353 (IN 88659)

1. REF B WAS AWAITING ME ON MY RETURN FROM VISIT TO WEST COAST TO MAKE FINAL ARRANGEMENTS WITH COMMANDER, NAVAL AIR FACILITY, MONTERREY FOR COMMENCEMENT CARRIER CONVERSION TRAINING HIS UNDER/AEGIS ON MONDAY, 16 SEPTEMBER.

2. BASED ON MY VISIT AND DISCUSSIONS WITH NAVY THERE, BELIEVE THAT COVER STORY FOR CALIFORNIA PHASE AS SUGGESTED PARA THREE REF A MAY BE QUITE WORKABLE AS PROPOSED. INITIAL GROUP OF TRAINEES TO REPORT TO COMMANDER NAF MONTERREY ON 16 SEPTEMBER WILL CONSIST OF FOUR IDEALIST [REDACTED] PILOTS AND ONE SECURITY OFFICER *(at least initially)*. THESE PEOPLE WILL BE BILLETED OFF THE BASE IN NEARBY MOTEL AND

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

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PAGE TWO

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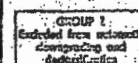
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AND WILL NOT APPEAR AT FLIGHT LINE EXCEPT FOR INITIAL CHECKOUT AND SUBSEQUENT FLIGHTS FROM MONTERREY TO NAS LEMOORE WHERE ACTUAL BOUNCE DRILL WILL BE CONDUCTED. COMMANDER NAF MONTERREY HAS WAVED ANY REQUIREMENTS FOR NORMAL STATION CHECK IN WITH ATTENDANT PAPER WORK, SIGNATURES, ETC., WHICH WOULD BE UNDESIRABLE FROM COVER STANDPOINT. FLIGHT CLEARANCES FOR IDEALIST PILOTS WILL BE HANDLED AS FOLLOWS. PLANES WILL DEPART MONTERREY FOR LEMOORE ON LOCAL VFR FLIGHT CLEARANCE WHICH DOES NOT REQUIRE MANIFEST IDENTIFYING PERSONNEL ABOARD. IF IT IS NECESSARY TO SIGN FLIGHT PLAN FORM AT EITHER MONTERREY OR LEMOORE IN EVENT SAY OF SUDDEN INCLEMENT WEATHER REQUIRING SWITCH TO IFR FLIGHT RULES, PILOT WILL SIMPLY IDENTIFY FLIGHT AS UNDER "PROJECT WHALE TALE/TWO", WHICH CODENAME WILL HAVE ALREADY BEEN CLEARED WITH NAVY AUTHORITIES BOTH PLACES. LIKEWISE WHEN ANY SIGNATURES NORMALLY REQUIRED WHEN ACFT IS REFUELED AWAY FROM BASE AT MONTERREY WILL BE COVERED BY IDENTIFICATION OF FLIGHT AS COMING UNDER WHALE

COORDINATING OFFICERS

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RELEASING OFFICER



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PAGE THREE

TO INFO CITE

TALE/TWO AEGIS. BOTH NAF MONTERREY AND NAS LEMOORE ARE UNDER SAME NAVY ORGANIZATIONAL COMMAND KNOWN AS COMFAIR, ALAMEDA (CALIFORNIA). THIS IS NAVY JARGON FOR COMMANDER, FLEET AIR, ALAMEDA, AND THIS INDIVIDUAL, REAR ADMIRAL WELCH, WILL HAVE BEEN INSTRUCTED BY COMNAVIAIRPAC (COMMANDER, NAVAL AIR PACIFIC--VICE ADMIRAL PAUL D. STROUP, USN) TO COOPERATE FULLY ON A NO-QUESTIONS-ASKED BASIS.

3. PRESENT PLANS CALL FOR EACH T2A TO BE MANNED BY TWO IDEALIST/ [] PILOTS FOR FIELD CARRIER LANDING TRAINING. IN EVENT OF MISHAP SUCH AS CRASH OR FORCED LANDING, ALL PRESS INQUIRIES ARE REFERRED TO *(Capt. Lawrence - Wright I)* COMMANDER NAF MONTERREY FOR RESPONSE. IT HAS BEEN SUGGESTED THAT NONE OF IDEALIST [] PILOTS CARRY PERSONAL IDENTIFICATION ON THEM WHILE ENGAGING IN TRAINING FLIGHTS. THUS IF FATAL CRASH OCCURRED, PRESS INQUIRIES WOULD COME TO COMMANDER NAF MONTERREY, WHO WOULD THEN RESPOND SAYING THAT THERE WOULD BE NO ANNOUNCEMENT UNTIL NEXT OF KIN WERE NOTIFIED WHICH WOULD TAKE SEVERAL DAYS DURING WHICH PRESS

COORDINATING OFFICERS

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PAGE FOUR

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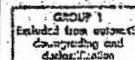
INTEREST USUALLY DECLINES MARKEDLY EXCEPT IN THOSE CASES WHERE ACFT MAY HAVE INADVERTENTLY DESTROYED CIVILIAN PROPERTY OR ENDANGERED CIVILIAN LIVES OFF BASE. INTERVAL FOR NOTIFICATION OF NEXT OF KIN WOULD PROVIDE US TIME TO ASSESS SITUATION AND TO MODIFY ORIGINAL PROPOSAL MENTIONED PARA THREE REF A IF NECESSARY, *AND AFTER CONSULTATION WITH YOU,*

4. IN EVENT OF ACCIDENT OF LESS SERIOUS NATURE WHERE PILOTS WERE SAFE AND SOUND, OR AT WORSE^T INJURED, WE WOULD PROPOSE THAT YOUR PEOPLE FOLLOW LINE SUGGESTED PARA THREE REF A. ONE SAVING ADVANTAGE IN THIS PROGRAM IS THAT T2A ACFT HAS ONLY ONE MISSION ~~MISSION~~ AND THAT IS CARRIER QUALIFICATIONS TRAINING AND/OR MAINTENANCE JET QUALIFICATIONS PROFICIENCY. IN THIS ROLE IT IS DECIDEDLY UNSPECTACULAR AND FULLY ACCEPTED BY POPULATION WITHIN LOCAL FLYING AREA. THIS TENDS TO MINIMIZE ATTENTION GIVEN TO ACCIDENTS EXCEPT WHERE DAMAGE TO PERSONA PROPERTY OR LIVES OFF THE BASE IS INVOLVED. HOWEVER, SHOULD YOU FEEL STRONGLY THAT PILOTS SHOULD BE COVERED AS PROPOSED PARA THREE REF B,

COORDINATING OFFICERS

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RELEASING OFFICER



AUTHENTICATING OFFICER

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PAGE FIVE

TO INFO CITE

BELIEVE WE CAN MAKE SUITABLE ADJUSTMENT.

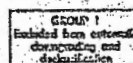
5. RE YOUR QUERY PARA THREE REF B ON "TRAINING BLACK" AMPLIFICATION AS FOLLOWS. THIS WOULD SIMPLY MEAN THAT IDEALIST PILOTS WOULD ENTER AND LEAVE NAVAL AIR STATION PENSACOLA FOR THEIR APPROXIMATELY TWO-DAY EXCURSION INVOLVING THE USS LEXINGTON WITHOUT ~~FILE~~ **FILE**. ~~RECORD~~ RECORD OF THEIR PRESENCE BEING MADE IN ANY STATION ~~RECORD~~ SINCE ARRESTED LANDING PHASE ON CARRIER IS SO SHORT AND BECAUSE STUDENT PILOTS DO NOT EVEN DISEMBARK FROM THEIR ACFT WHILE ON THE CARRIER, **EXCEPT IN AIR PLOT** PERSONNEL OF THE SHIP'S COMPANY WILL IN ALL PROBABILITY NOT EVEN KNOW THEIR NAMES. WE CAN INSURE THAT THIS IS SCRUPULOUSLY ADHERED TO, BUT AGAIN ONLY POTENTIAL AREA OF DIFFICULTY MIGHT BE IF THERE WERE AN ON BOARD ACCIDENT WHEREIN THEY WERE INJURED OR KILLED. AT THIS TIME WE WOULD THEN WISH TO REGROUP WITH YOU AND QUITE POSSIBLY DEVELOP STORY YOU HAVE PROPOSED IN PARA THREE REF B.

6. RE YOUR INQUIRY PARA FOUR REF B, MY EARLIER STATEMENT "SAFE

COORDINATING OFFICERS

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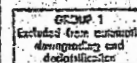
PAGE SIX

TO INFO CITE

IF NOT SPECTACULAR RETRIEVALS" WAS SIDE-LONG REFERENCE TO FACT THAT AS THEY WERE ORIGINALLY DESIGNED, KWHIBALS COULD NOT POSSIBLY ACHIEVE ANY DEGREE OF UNIFORMITY AS BETWEEN ONE LANDING AND THE NEXT ON THE CARRIER. HIGH ASPECT RATIO OF WING SIMPLY WORKS AGAINST IDEA OF PRECISION LANDINGS. WHOLE THRUST OF KELLY JOHNSON'S PRESENT EFFORT IS TO INCREASE SINK RATE IN SUCH A FASHION THAT SAFETY TAKE PRECEDENCE OVER MORE SPECTACULAR TOUCH AND GO LANDINGS NOW POSSIBLE. INCIDENTAL MECHANICAL SPOILERS REFERRED TO IN PARA FOUR REF A ARE BASED UPON PRINCIPLE USED IN BOEING 707^{UPPER WING SURFACE,} WHICH BY THE WAY WAS ORIGINALLY PATENTED IN 1937 BY KELLY JOHNSON AND EMPLOYED BY BOEING AFTER HIS PATENT RIGHTS HAD EXPIRED. AT PRESENT WITH MOST RECENT TURN OF EVENTS ON LETTER SLOT FLAPS AND SPOILERS, TOTAL WEIGHT PENALTY FOR CARRIER CONVERSION LOOKS AS THOUGH IT WILL COME TO ABOUT 450 OR 500 POUNDS. LEAVING OFF IFR CAPABILITY SAVES IN NEIGHBORHOOD OF 350 POUNDS, AND THIS COMBINED WITH OTHER TRADE-OFFS IMPLICIT IN NEW ~~EX~~ CG YET TO BE ESTABLISHED FOR

COORDINATING OFFICERS

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	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

PAGE SEVEN

TO

INFO

CITE

MODIFIED CONFIGURATION MAY WELL RESULT IN MINIMUM PENALTY ON ALTITUDE
CEILING. THIS WE REALLY CANNOT PROPERLY JUDGE UNTIL WIND TUNNEL TESTS
ARE COMPLETED AND UNTIL CARRIER MOD HARDWARE IS WEIGHED OUT. WILL
KEEP YOU ADVISED, HOWEVER.

END OF MESSAGE

JAMES A. CUNNINGHAM
AAD/OSA

COORDINATING OFFICERS

RELEASING OFFICER

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declassification

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11 JUL 63 22

508 CLASSIFIED MESSAGE

ORIG: JAMES A. CUNNINGHAM, JR.

UNIT: DAD/OSA

EXT: [REDACTED]

DATE: 11 JULY 1963

TO: KWCACTUS

FROM: DIRECTOR

CONF: OSA-1-15

INFO:

~~SECRET~~

ROUTING

1	AD/OSA	4	D/FA/OSA
2	AD/OSA	5	OD/OSA
3	DD/R	6	C/PS/OSA

SS/OSA

PB/OSA

SD/OSA

RB/OSA

P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
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OUT 11396

TO: PRITY CACTUS

INFO

AIRCRAFT

CITE

ADIC

9992

RYBAT

RE CACTUS 4285 (IN 82727)*

FOR COL. GREGORY FROM MR. CUNNINGHAM

YOU

1. RE REF APPRECIATE YOUR THOUGHTFUL INPUTS AND ASSURE/THAT THEY WILL BE FULLY TAKEN INTO ACCOUNT. WE HAVE NO DESIRE TO COMPLICATE YOUR TRAINING PROBLEMS, BUT BEFORE CLOSING OUT THE QUESTION OF POSSIBLE MINIMUM MEMBERSHIP OF NAVY PILOTS IN THIS PROGRAM, WE ARE ANXIOUS TO SEE WHAT SORT OF INDIVIDUALS NAVY SCREENS PRELIMINARILY TO US. WE HAVE BEEN ASSURED OF FILE REVIEW OF TYPICAL CANDIDATES FROM BUPERS WITHIN NEXT FEW DAYS.

2. ON SUBJECT OF CARRIER OPS WE WANT YOU TO KNOW THAT DIRECTOR HAS INSTRUCTED US TO MOVE AHEAD THRU PROPER CHANNELS TO DEMONSTRATION EXERCISE OF CARRIER LAUNCH FACILITY AS SOON AS POSSIBLE. THIS MEANS THAT WE WILL HAVE TO SURFACE THIS TRAINING EXERCISE IN DETAIL.

COORDINATING OFFICERS

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CLASSIFIED MESSAGE

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PAGE TWO

TO

INFO

CITE

TO D/NRO AND THRU HIM OBTAIN JCS PERMISSION TO EXERCISE WITH ONLY AVAILABLE ATTACK CARRIER IN ATLANTIC WITHIN NEXT THIRTY DAYS.

3. ROUND HOUSE PLAN WOULD BE TO HOIST U-2 ABOARD CARRIER IN CHANNEL OFF NORFOLK, AND AFTER ONE DAY'S STEAMING EASTWARD LAUNCH FROM CARRIER WITH POST-STRIKE RECOVERY AT LAND BASE TO BE SELECTED, POSSIBLY McCOY SINCE U-BIRD IS FAMILIAR SITE THERE. LAUNCH TEAM NECESSARY FOR CARRIER OPERATION WOULD THEN BE RETURNED TO OCEANA NAS, NORFOLK VIA TF ACFT, ~~WHILE CARRIER CONTINUES TOWARD MEDITERRANEAN~~. HAVE URGED LAC TO EXPEDITE WORK ON CARRIER SLING AND MODIFICATION TO SIDE CASTING FUSELAGE CART IN TIME TO CONDUCT EXERCISE, HOPEFULLY AT END FIRST WEEK AUGUST. IN VIEW KNUTSON CHECKOUT ON CARRIER FOR TAKEOFFS, BELIEVE YOU MAY WISH CONSIDER NOMINATING HIM FOR THIS INITIAL LAUNCH, THOUGH KELLY MAY MAKE STRONG OVERTURES TO USE SCHUMACHER FOR JOB. WILL FILL YOU IN ON QUESTION AS WHEELS TURN.

END OF MESSAGE

JAMES A. CUNNINGHAM JR.
DAD/OSA

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER

AUTHENTICATING OFFICER

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ORIG: **J. W. CHURCHILL**
 UNIT: **IDEA/OSA**
 EXT: **[REDACTED]**
 DATE: **6 MAR 64**

CLASSIFIED MESSAGE

~~TOP SECRET~~

ROUTING

1	AD/OSA	9	RA/OSA
2	AD/OSA	10	SD/OSA
3	AF/OSA	11	(b)(3)
4	IDEA/OSA	12	
5	MD/OSA	13	
6	CC/OSA	14	
7	COMM	15	
8	SS/OSA	16	

TO : **KWCACTUS KWBEIGE**FROM: **DIRECTOR**

CONF:

INFO: **OPS 112** *[Signature]*

DEFERRED	PRIORITY	INITIAL
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TO: **IMMEDIATE CACTUS BEIGE INFO****RECITAL-X WHALE TALE THREE****FRAG ORDER NBR ONE TO OPS ORDER 1-64**

CITE ADIC

(b)(3)=
2485

1. GENERAL: A REQUIREMENT EXISTS FOR THE CONTINUATION OF WHALE TALE THREE EXERCISE ON 9 AND 10 MAR ABOARD THE USS RANGER.

A. ENEMY FORCES: (OMITTED)B. FRIENDLY FORCES:(1) USN WILL:

(A) PROVIDE THE USS RANGER FOR THIS EXERCISE.

(B) INSURE THAT THE USS RANGER WILL DEPART NORTH ISLAND ON OR ABOUT 0800Z, 9 MAR CONSISTENT WITH USN SCHEDULE OF SHIP MOVEMENT OPERATIONS.

(C) ASSIST EDWARDS PERSONNEL AS NECESSARY

(2) EDWARDS WILL:

(A) PROVIDE TRANSPORTATION TO AND FROM SAN DIEGO FOR PERSONNEL AND EQUIPMENT. POV IS AUTHORIZED.

COORDINATING OFFICERS

RELEASING OFFICER

~~TOP SECRET~~GROUP 1
Excluded from automatic
downgrading and
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CLASSIFIED MESSAGE

TOP SECRET

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PAGE TWO

44781

TO

INFO

CITE

(B) INSURE PERSONNEL AND EQUIPMENT ARE
ABOARD THE USS RANGER BY 2200L, 8 MAR 64.

(C) ON 9 MAR FERRY #1, U-2G ACFT TO RANGER,
TO LAND ABOARD AT APPROX 1000L. THE U-2 WILL
HAVE SUFFICIENT FUEL TO ORBIT OVER THE RANGER
FOR 45 MIN AND RETURN TO EDWARDS. FUEL DUMPING
WILL BE USED TO DUMP EXCESS FUEL BEFORE LANDING
ABOARD.

(D) ON 9 MAR FERRY #2, U-2G ACFT TO RANGER,
TO LAND AT APPROX 1200L. FUEL REQ SAME AS ABOVE.

(E) SCHEDULE PILOT QUALS AS TIME AND ACFT
AVAILABILITY PERMITS.

(F) ESTABLISH FREQUENCY CALL SIGNS AND
PROCEDURES TO HAVE A CONTINUOUS (DURING FLIGHT OPS)
SSB COMM NET BETWEEN THE RANGER, EDWARDS AND THE
U-2.

COORDINATING OFFICERS

TOP SECRET

GROUP 1
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declassification

RELEASING OFFICER

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

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PAGE THREE

44781

TO

INFO

CITE

3. LAC WILL:

(A) PROVIDE SUPERVISORY PERSONNEL TO ASSIST
THE EDWARDS DETACH IN THEIR ASSIGNED TASKS.

(B) PROVIDE FOR LAC PILOT SHOEMACHER TO MAKE
A MAX LOAD TAKE-OFF DEMO ON THE AFTERNOON OF 10 MAR
IN ACFT 362. 362 IS THEN TO BE FLOWN TO LAC, BURBANK.

END OF MESSAGE



DONALD E. SONGER
D/FA OSA

RELEASING OFFICER

COORDINATING OFFICERS

~~TOP SECRET~~

Vernon R. Morris
VERNON R. MORRIS
C/IDEA OSA

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ORIG: JAMES A. CUNNINGHAM
 UNIT: DAD/CSA
 EXT:
 DATE: 27 FEBRUARY 1964

CLASSIFIED MESSAGE

TO: KWCACUS

FROM: DIRECTOR

CONF:

INFO:

OSA

1-15

ROUTING			
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3	SS	11	
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5	DEAD	13	
6	SD	14	
7	PLANS/PA	15	
8	ARSS	16	

DEFERRED	X	PRIORITY	INITIA
ROUTINE		OPERATIONAL IMMEDIATE	INITIA

TO: PRTY CACTUS

INFO: PRTY BEIGE

GITE ADIC

IDEALIST WHALE TALE III

FOR COL. GREGORY AND KELLY JOHNSON FROM JIM CUNNINGHAM

1. RE OUR TELECON AFTERNOON 27 FEB, THERE FOLLOWS THE TEXT
 SHIP
 OF THE ANNOUNCEMENT TO BE MADE ON/BOARD BY CAPT LEMOS REGARDING
 WHALE TALE III:

"THIS MORNING, AND AGAIN EARLY NEXT WEEK, WE WILL BE CONDUCTING A SERIES OF TESTS SPONSORED BY THE OFFICE OF NAVAL RESEARCH TO DETERMINE THE SUITABILITY OF LAUNCHING AND RECOVERING THE U-2 IN FROM CARRIERS OF WHICH THE RANGER IS ONLY ONE. / THIS OPERATION WE WILL BE ASSISTED BY PERSONNEL FROM LOCKHEED AIRCRAFT CORPORATION, THE MANUFACTURER OF THE U-2.

"THE ULTIMATE MISSION OF THE U-2 OPERATING FROM A CARRIER WILL BE TO PROVIDE A LONG RANGE, HIGH ALTITUDE INFRA-RED SUBMARINE DETECTION CAPABILITY. THE U-2 WAS SELECTED FOR THIS MISSION BECAUSE OF ITS ALTITUDE AND EXTENDED ENDURANCE PERFORMANCE WHICH WOULD

COORDINATING OFFICERS

PERMANENT

ISSUING OFFICER

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GROUP 1
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	ROUTINE	OPERATIONAL IMMEDIATE	INITIAL

PAGE 2

43337

TO

INFO

CITE

1879

PERMIT COVERAGE OF VAST AREAS OF THE OCEANS.

"THE DETAILS OF THIS PROGRAM, AND THE BALANCE OF THE CURRENT TESTS ARE CLASSIFIED BECAUSE OF THE OBVIOUS FAR REACHING IMPLICATION OF THIS PROGRAM WITH RELATION TO THE DEPLOYMENT AND SURVEILLANCE OF ENEMY SUBMARINES. IN THIS REGARD IT IS IMPORTANT THAT THERE BE NO DISCUSSION OR DISCLOSURES OF THESE TESTS WITH UNAUTHORIZED PERSONS. THIS MEANS ANYONE WHO IS NOT ABOARD TODAY AND NEXT WEEK. IT IS POSSIBLE THAT YOU MAY READ OR HEAR SOMETHING ABOUT THIS PROGRAM IN THE NEWSPAPERS OR RADIO BUT THIS DOES NOT RELIEVE YOU OF YOUR RESPONSIBILITY TO NOT DISCUSS THE TESTS WITH UNAUTHORIZED PERSONS."

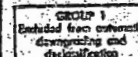
END OF MESSAGE

 JAMES A. CUNNINGHAM, JR.
 DAQ/OSA

COORDINATING OFFICERS

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RELEASING OFFICER



AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

ORIG:
 UNIT: SAL/OSA
 EXT:
 DATE: 27 FEBRUARY 1964

TO: KWCactus

FROM: DIRECTOR

CONF:

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OSA 1-15

CLASSIFIED MESSAGE

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ROUTING

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43278

TO: KWCactus

INFO

CITE ADIC

1862

IBJY IDEALIST WHALE TALE-3

DESTROY
CONTROL
FILE
TICKLE
CENTER

Whale tale

1. COVER PLAN FOR WHALE TALE-3 IS ESSENTIALLY THE SAME AS THAT PREVIOUSLY USED DURING OPERATIONS ON THE KITTY HAWK. ACTUS PERSONNEL WILL IDENTIFY THEMSELVES AS LAC EMPLOYEE (REF. BYE-2951-63, DATED 30 JULY 1963). THE FOLLOWING MINOR CHANGES TO THE REFERENCED PLAN WILL BE MADE:

A. AMEND FIRST SENTENCE OF PARA III TO READ: "THE CLASSIFIED COVER STORY, IN GENERAL, WILL BE THAT THE OFFICE OF NAVAL RESEARCH UNDER A CONTRACTUAL ARRANGEMENT WITH THE LOCKHEED AIRCRAFT COMPANY FOR SUPPORT IS ENGAGED IN A SERIES OF CLASSIFIED TESTS TO DETERMINE THE ADAPTABILITY AND SUITABILITY OF THE U-2 FOR LAUNCHING FROM, AND RECOVERY ON VARIOUS TYPES OF CARRIERS, OF WHICH THE RANGER IS ONLY ONE."

B. DELETE PARA IV A.

C. DELETE PARA IV C.

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27 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

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PAGE 2

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TO

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CITE

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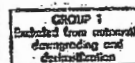
D. ADD THE FOLLOWING TO PARA V A: IF QUERIES RESULT FROM AN INCIDENT INVOLVING LOSS [REDACTED] AND THE CONTINGENCY PLANNING COMMITTEE DETERMINES THAT A RESPONSE MUST BE MADE, THE OFFICE OF THE CHIEF OF NAVAL INFORMATION WILL BE AUTHORIZED TO STATE THAT [REDACTED] HE WAS AUTHORIZED IN THE COURSE OF HIS DUTIES TO FLY FROM [REDACTED] BASES AND NAVAL CARRIERS. HE WAS ENGAGED IN MAINTAINING REQUIRED PROFICIENCY TRAINING AT THE TIME OF THE ACCIDENT. THE AIRCRAFT INVOLVED WAS A JET TRAINER.

2. APPRECIATE THAT THE ADDITION TO PARA V A IS INCONSISTENT WITH THE CLASSIFIED COVER STORY GIVEN TO THE SHIP'S COMPANY, BUT THIS IS A RISK WE CANNOT AVOID. IF SUCH A CONTINGENCY SHOULD OCCUR WE WOULD HAVE TO RELY ON NAVAL SECURITY

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1 FEB 77 CLASSIFIED MESSAGE

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PAGE 3

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TO

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MEASURES AND PRESSURE TO CONTAIN UNAUTHORIZED SPECULATION
AND DISCLOSURE BY MEMBERS OF THE SHIP'S COMPANY.

END OF MESSAGE

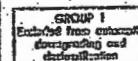
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~~SECRET~~

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ORIG: J. W. [REDACTED]
 UNIT: IDEA/OSA
 EXT: [REDACTED]
 DATE: 19 FEB 64

CLASSIFIED MESSAGE

~~TOP SECRET~~

TO: AFSSO CONAD

FROM: DIRECTOR

CONF: OSAITCO 1-12

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41883

1358

~~TOP SECRET~~. THIS IS A BYECON MESSAGE. HANDLE VIA
 BYEMAN CONTROL SYSTEM. PROJECT IDEALIST WHALE TALE THREE.
 FOR B/GEN STOCKING NORAD. CITE OPCEN

1. IDEALIST U-2 ACFT WILL CONDUCT A TEST EXERCISE WITH
 A USN ACFT CARRIER ON 29 FEB, 2, 3 AND 4 MAR. CARRIER WILL
 BE USS RANGER AND AREA OF TEST OPERATIONS WILL BE AS BOUNDED BY
 FOL COORDINATES. 3216N 11800W TO 3240N 11800W TO 3235N 11825W
 TO 3300N 11840W TO 3245N 11900W TO 3216N 11825W TO 3216N 11800W

2. U 2 WILL BE FLOWN AT ALTITUDES FROM 0 TO 10,000' ALT
 WITHIN THIS AREA, WITH ONE MAX ALT FLIGHT TO BE FLOWN ON 4 MAR.

3. ACFT WILL NOT FILE CLEARANCE.

4. FOL IS SCHEDULE OF EVENTS AND ROUTES TO BE FLOWN:

A. 29 FEB - 1730Z - U-2 DEPT BURBANK TERM, DIRECT TO
 USS RANGER AND LCL ELTS FROM USS RANGER - 2330Z U-2 DEPT
 RANGER DIR TO BURBANK - CALL SIGN KAYAK 01.

B. 2 MAR - 1730Z - FIRST U-2 DEPT BURBANK - DIR TO
 USS RANGER - CALL SIGN KAYAK 02. - 1830Z SECOND U-2 DEPT

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19 FEB 64 10 32
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CLASSIFIED MESSAGE

~~TOP SECRET~~

TO :

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PAGE TWO

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BURBANK DIR TO USS RANGER - CALL SIGN KAYAK 04 - 1800Z TO 2000Z - THREE U-2 LOCAL FLTS TO AND FROM USS RANGER - CALL SIGNS KAYAK 03, 05 AND 06.

C. 3 MAR 1600Z TO 4 MAR 0100Z - FOUR U-2 LOCAL FLTS TO AND FROM USS RANGER - CALL SIGNS KAYAK 07, 08, 09 AND 10. - 2300Z - FIRST U-2 DEPTS USS RANGER - DIRECT TO BURBANK - CALL SIGN KAYAK 11.

D. 4 MAR - 1300Z TO 1600Z - U-2 FLYS FROM USS RANGER ON 3 HR HIGH ALT FLT. (ROUTE DETAILS TO BE FWD BY SEP MSG) CALL SIGN KAYAK 12 - 1700Z - U-2 DEPT USS RANGER DIR TO EDWARDS - CALL SIGN KAYAK 13.

5. REQ SUPPRESSION OF FTR INTERCEPT, RADAR REPORTING OF TRACKS, WORKING AREA AND IDENTIFICATION OF THE U-2 S WORKING WITH THE USS RANGER.

END OF MESSAGE

[REDACTED]
 DONALD E. SONGER
 D/FA/OSA

COORDINATING OFFICERS

[REDACTED]
 VERNON R. MORRIS
 C/IDEA/OSA

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ORIG: JAMES A. CUNNINGHAM
UNIT: DAD/OSA
EXT: [REDACTED]
DATE: 18 FEBRUARY 1964

TOP SECRET

TO: HONOLULU

FROM: DIRECTOR

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OSA 1-15

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TO: HULA

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RYBAT HBJAYWALK WHALE TAIL

GADY FROM RAMSPECK

PLS PASS FOLLOWING MESSAGE AS TRANSMITTED TO ADMIRAL FELT
IN RESPONSE HULA 0298 OF 1 FEB. MESSAGE RECEIVED THIS HQS 18/2145Z.

~~"TOP SECRET HANDLE VIA BYEMAN CONTROL SYSTEM/PROJECT
IDEALIST. FROM DCNO AIR TO CINCPAC. VADM FELT FROM VADM THACH.~~

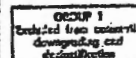
"1. CURRENT PLANS CALL FOR INITIAL ARRESTED LANDINGS OF U-2
ABOARD RANGER ON 29 FEB. ASSUMING SUCCESSFUL COMPLETION OF [REDACTED]
INITIAL PHASE CARQUALS AND ORI WILL BE COMPLETED ABOARD RANGER BY
3 MAR AT WHICH TIME AN OPERATIONAL CAPABILITY WILL BE IN EXISTENCE.
(TS, BYEMAN/PROJECT IDEALIST)

"2. NO DETAILED STUDIES ON EFFECT ON AIR GROUP COMPOSITION
HAVE BEEN CONDUCTED BUT PRELIMINARY INVESTIGATIONS INDICATE THAT
FOR EACH EMBARKED U-2 OFF-LOADING, ON A TEMPORARY BASIS, OF 3 A3DS
OR THEIR EQUIVALENT, WOULD NORMALLY SUFFICE TO PERMIT UNHAMPERED
OPERATIONS. UNDER

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Approved for Release: 2012/09/19
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PAGE 2

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NORMAL CIRCUMSTANCES WE WOULD EXPECT A DETACHMENT OF 2 U-2S TO COVER ANY MISSION. THE AIRCRAFT THEMSELVES HAVE BEEN MODIFIED TO PERMIT NORMAL DECK HANDLING SUBJECT TO RESTRICTIONS INHERENT IN NON-FOLDING WING, WHICH LIMITS THEIR EMPLOYMENT TO FORRESTAL CLASS OR SUBSEQUENT. FINAL DETERMINATION ON FUEL STORAGE WILL NOT BE MADE UNTIL COMPLETION OF OPERATIONS ABOARD RANGER, BUT IT IS POSSIBLE TO UTILIZE REGULAR FUEL STORAGE TANK AFTER ROUTINE PURGING. (TS, BYEMAN/PROJECT IDEALIST)

"3. ALTHOUGH WE EXPECT THAT THE SPECIFICS OF ANY PARTICULAR MISSION WOULD BE THE DETERMINING FACTOR IN TAILORING THE AIR GROUP TO ACCOMMODATE A U-2 DETACHMENT OUR THINKING HAS BEEN ALONG THE LINES OF THE QUICK RUN-IN-AND-OUT OPERATION SUGGESTED IN YOUR MESSAGES. (TS, BYEMAN/PROJECT IDEALIST)

"4. DURING NOV 63, NATC KC-130F SUCCESSFULLY COMPLETED

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TOTAL 31 FULL STOP LANDINGS AND TAKE-OFFS ON FORRESTAL WITHOUT INCIDENT. GROSS WEIGHTS GRADUALLY INCREASED UP TO MAX OF 120,000 POUNDS FOR BOTH LANDINGS AND TAKE-OFFS. ALL LANDINGS MADE ON AXIAL DECK, TAKE-OFFS ON BOTH ANGLE AND AXIAL, AVERAGE WIND-OVER-DECK APPROX 37 KTS. AT 120,000 POUNDS STOP DISTANCE FROM TOUCH-DOWN 420 FEET, TAKE-OFF DISTANCE 650 FEET. NO MODIFICATION TO AIRCRAFT EXCEPT COMMERCIAL TYPE ANTI-SKID BRAKES. NO FURTHER TESTS SCHEDULED AT THIS TIME PENDING REDUCTION OF DATA BY BUWEP.
(SECRET/LIMITED DIST)

"5. POTENTIAL USES ENVISIONED INCLUDE POSSIBLE REFUELING TACAMO AIRCRAFT AND LONG RANGE REPLENISHMENT OF CRITICAL ITEMS TO SIXTH, AND SEVENTH FLTS OR INDIAN OCEAN DIRECT FROM CONUS ON SPECIAL BASIS. (SECRET/LIMITED DIST)

"6. AS AN EXAMPLE OF THE POSSIBILITIES INHERENT IN THE SYSTEM, A MISSION TO REPLENISH AERONAUTICAL SPARES FLOWN FROM GUAM TO THE

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PAGE 4

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MALDIVE ISLANDS AREA WOULD REQUIRE ONLY 18 HOURS WITH A 22,000 POUND PAYLOAD AND A STOP AT CLARK AFB, OR 21 HOURS WITH A 35,000 POUND PAYLOAD AND STOPS AT CLARK AFB, AND BANGKOK. ALL ENGINE, ELECTRONIC, AND AIRCRAFT STRUCTURAL SPARES (INCLUDING FOLDING ~~WING~~ WING PANELS AND HELICOPTER BLADES) OF CVA-BASED AIRCRAFT ARE LOADABLE IN THE C-130. (~~SECRET~~/LD)

"7. PENDING CONCLUSIONS OF STUDY, FEEL THAT ANY POTENTIAL CAPABILITY IS DEPENDENT UPON DEMONSTRATING FEASIBILITY OF OPERATING FROM ANGLE DECK. THIS HAS NOT BEEN PROVED TO DATE. (~~SECRET~~/LIMITED DIST)"

END OF MESSAGE

JAMES A. CUNNINGHAM, JR.
AAD/GSA

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