

OPERATING INSTRUCTIONS MANUAL
FOR
CARRIER OPERATIONS

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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.

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.

- 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 ISO 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 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.

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.

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 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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SECURITY S.O.P.
FOR
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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

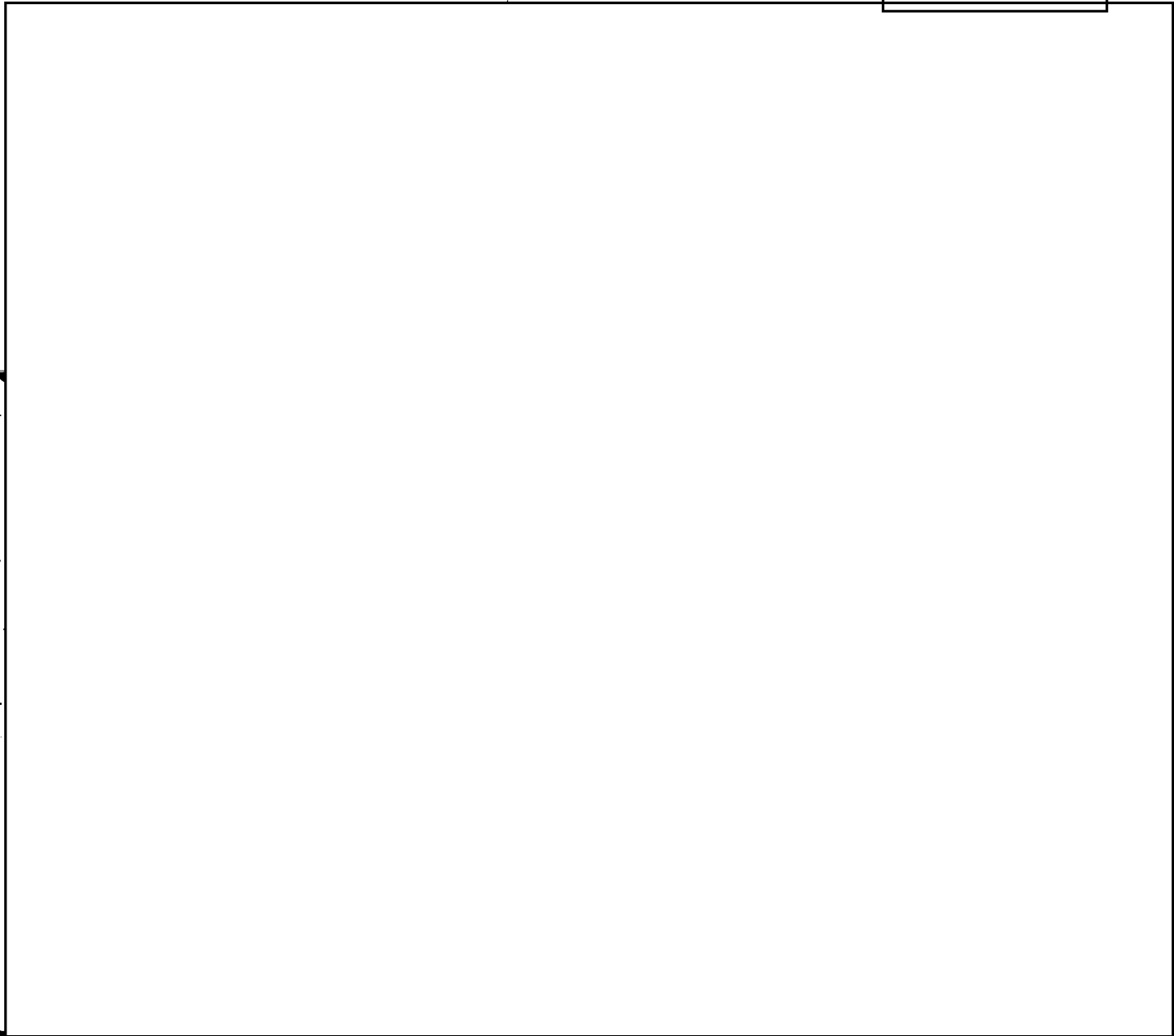
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Officer to inform him of the number of boxes, their cube and their weight that the security office will be taking. This is required so that a shipping manifest can be prepared for the supporting airlift from the home base to the point of embarkation.

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

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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 ASSEC 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.

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

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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- _____ 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 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.

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.

- 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.

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