

UNIT: D/SA

EXT: []

DATE: 2 August 1973

ROUTING:

Comments regarding reference(s)

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FROM GEN BEVAN TO

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1. THE THIRD SCOPE SHIELD MISSION WAS FLOWN ON 21 JULY 1973.

THE NPIC HAS MADE WHAT THEY CONSIDER A DETAILED ANALYSIS OF THE TRACKER FILM TO SHOW WHERE THE AIRCRAFT ACTUALLY WENT. THE FOLLOWING IS A COPY OF THE LOG WHICH WE RECEIVED. THE FIRST ITEM IS THE FRAME NUMBER OF THE TRACKER FILM (THE TRACKER FILM WILL BE SENT TO YOU SHORTLY). THE SECOND ITEM IS THE NADIR LATITUDE OF THE AIRCRAFT. THE THIRD ITEM IS THE NADIR LONGITUDE OF THE AIRCRAFT AND THE FOURTH ITEM IS THE HEADING OF THE AIRCRAFT.

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2. YOU CAN PLOT THESE TO SEE WHERE NPIC CLAIMS THE AIRCRAFT WAS DURING THIS MISSION. I WOULD LIKE TO POINT OUT THAT THIS IS THE FIRST TIME THAT NPIC HAS USED THIS PARTICULAR SYSTEM FOR THEIR COMPUTATION. EARLIER, THEY HAD USED A COMPUTATION BASED ON THE H CAMERA PHOTOGRAPHY WHICH SHOWED A DIFFERENT TRACK OF THE AIRCRAFT WHICH MORE CLOSELY FOLLOWED THE PLANNED TRACK. YOU WILL NOTE THAT THE AIRCRAFT CAME AS CLOSE AS 8 MILES FROM THE SHORE AT ONE POINT AND AS CLOSE AS 3 MILES FROM AN ISLAND AT ANOTHER POINT.

3. WHEN DR. KISSINGER SIGNED THE CEASE FIRE AGREEMENT EARLIER THIS YEAR, THE U.S. AGREED TO OBSERVE THE TERRITORIAL

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INTEGRITY OF THE NVN. THIS IS INTERPRETED TO OBSERVING A NV CLAIMED TERRITORIAL LIMIT OF 12 MILES FROM THE SHORELINE AS WELL AS 12 MILES FROM OFFSHORE ISLANDS. THE PLANNED FLIGHT TRACKS OF THESE MISSIONS OBSERVE THESE LIMITATIONS. ALL OTHER MILITARY AIRCRAFT (USAF, NAVY, ETC.) ALSO OBSERVE THESE LIMITATIONS. WHILE ON ONE HAND I CANNOT VOUCH FOR THE ACCURACY OF THE NPIC PROJECTIONS, ON THE OTHER HAND I CAN'T DISCLAIM IT. I DO FEEL THAT IN SPITE OF OUR EAGERNESS TO OBTAIN GOOD PHOTOGRAPHY, WE HAVE NO CHOICE BUT TO STRICTLY OBSERVE THESE LIMITATIONS. ABOUT THE SAME TIME THAT I RECEIVED THE NPIC TRACK, I RECEIVED A CALL FROM THE WHITE HOUSE THAT HANOI RADIO HAD MADE A COMPLAINT ABOUT OVERFLIGHTS. SUBSEQUENT INVESTIGATION SHOW THAT THE HANOI RADIO COMPLAINTS WERE NOT DIRECTED ON THE DAY WE FLEW AND NOW THE GENERAL CONCLUSION IS THAT IT WAS ANOTHER AIRCRAFT. NONETHELESS, I FEEL OBLIGED TO MAKE SURE

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THE WHITE HOUSE KNOWS WHERE WE WERE FLYING AND ACCORDINGLY
HAVE FURNISHED THEM A MAP OF OUR PLANNED TRACK, THE NPIC PLOT OF
OUR TRACK SO
FAR I HAVE NOT RECEIVED ANY PRESSURE FROM UP ABOVE TO DIS-
CONTINUE THESE FLIGHTS OR TO TAKE ANY SPECIFIC ACTION AS A RESULT.

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4. AS A SEPARATE ACTION, FOR THE LAST CURRENTLY APPROVED
SCOPE SHIELD MISSION, WE ARE PROPOSING TO THE 40 COMMITTEE
SPECIAL ONE-TIME AUTHORITY TO VIOLATE THE 12 MILE RESTRICTION
AROUND ONE OF TWO ISLANDS SO AS TO GET BETTER PHOTOGRAPHY
OF EITHER ONE OF TWO AREAS, I. E., THE DMZ OR HAIPHONG HARBOR.
IF IN FACT THIS REQUEST IS APPROVED, YOU WILL RECEIVE THESE
ROUTES AND THERE WILL BE A NOTATION POINTING OUT THE EXACT PLACE
OR PLACES THAT THE 12 MILE RESTRICTIONS FROM OFFSHORE ISLANDS
IS WAIVED. THIS WOULD BE DONE ON A SPECIFIC MISSION BASIS AND
SHOULD NOT BE CONSIDERED A BLANKET AUTHORITY. I DO NOT

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TO

ANTICIPATE ANY REQUEST BY THIS OFFICE FOR WAIVER OF THE 12 MILE RESTRICTION FROM THE SHORELINE.

5. YOU MAY DISCUSS THIS SUBJECT WITH PERSONNEL ON YOUR STAFF WHO HAVE A NEED TO KNOW AND SPECIFICALLY I WANT TO MAKE SURE THAT THE DRIVERS WHO MAY FLY THESE MISSIONS ARE AWARE OF THIS.

6. FOR [REDACTED] TAKE ANY STEPS YOU FEEL APPROPRIATE TO ESTABLISH TRAINING FLIGHTS OFFSHORE SO THAT THE DRIVERS MAY PRACTICE AND SHARPEN THEIR SKILLS IN MAINTAINING A 12 MILE DISTANCE FROM SHORELINE AND OFFSHORE ISLANDS.

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Wendell L. Bevan, Jr.

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