

ATTACHMENT #1 TO

[Redacted]

25X1

VIA AIR
(Specify Air or Sea Pouch)

DISPATCH NO.

[Redacted]

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Page 1 of 5

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CLASSIFICATION

25X1

23 JUN 1956

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DATE

TO Headquarters

FROM

[Redacted]

[Redacted]

SUBJECT { GENERAL Operations
 { SPECIFIC [Redacted]

a. Unit and mission number:

[Redacted]

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b. Conclusions:

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- (1) Estimate of mission success. Being the first operational mission, it was considered a highly successful operation even with only approximately 25% photographic coverage accomplished. The reaction information gathered from this first mission in itself would warrant a highly successful score. The information regarding fighter interceptors, radar defenses and ground to air anti-aircraft and missiles is most valuable. Negative reactions are valuable intelligence information and can be used in developing future operations. The negative information gained through this mission will be helpful in all future operations.
- (2) Lessons learned from mission and other comments. See paragraphs c(6)(7)(8).
- (3) Recommendations. See paragraph c(7).

c. Comment on adequacy of support items.

- (1) Air Rescue - Procedure to effect its use established but not required for this mission.
- (2) Pipeline or supply report - No problems to date.
- (3) Base Facilities - Excellent. *JAR-100*
- (4) Target and Intelligence Data - Believe daily operations order should be more detailed, specifying types and dates of the charts used by your headquarters for planning purposes; also suggest general comments be provided concerning the overall mission to allow the unit to make an intelligence interpretation and analysis for mission preparation briefing and de-briefing. Under present situation, intelligence data available to this headquarters are considered inadequate for briefing purposes. This is particularly true in air order of battle and target information. Also lacking is intelligence material on sur-

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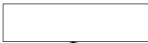
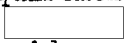
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23 JUN 1956

25X1

vival, i.e., geographical data, etc. Recommend that more detailed intelligence on above subject be furnished this headquarters. To pass intelligence information to interested parties in this area, certain communication equipment is needed. The lack of this equipment hampered the operation of this mission. When such equipment is in place, this situation should be alleviated.

- (5) Internal Security: Satisfactory.
- (6) Coordination with Air Defense Command. Overall coordination and assistance from 12th Air Force has been excellent. In addition to fully briefing the Commander, 12th Air Force on this project, the Operations Officer and three senior controllers of the TACC were briefed to a limited degree. Under the original concept of operations, it was not intended to brief any personnel of 12th Air Force TACC on the aspects of the project except insofar as necessary to provide assistance to the pilot in the event of an emergency. However, the missions flown by this unit on 13 June 1956 in coordination with  proved beyond a doubt the TACC had the facilities available in this theater to paint the article even though the specific altitude was not determined. In order to suppress the friendly radar and the alert intercept system, it was necessary to brief the TACC senior control officers (3) to insure, insofar as is possible, the suppression of friendly radar alert, and scramble system. The problems involved are not new to these people as they have been exposed to missions of this nature over the past ten years. Therefore, they are well aware of the problems involved both from the security aspect and personnel requirements to assure complete coverage of operation. To insure complete coverage of all facets, they requested the authority to brief two more senior controllers.
- (7) Coordination with  The specific operational, material and logistics requirements and procedures for the conduct of operations from this area were provided by this unit to  The action and results to date have been most gratifying. Our requirements have been disseminated to the subordinate units of  for implementation.
- (8) Provide pre-planned missions over a wide range of denied territory in order to assist the flight planning section by reducing the pre-takeoff computation time. This will provide more flexibility to the overall operations. All or parts of such plans can be used on last minute changes dictated by changes in the weather etc. Under the present system of operations, personnel manning and available time, changes of preparation and launching of more than two missions at any one time are remote. This could only be supported for a period of approximately three days.

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23 JUN 1956

25X1

d. Comment on effect of following on mission.

- (1) Aircraft maintenance and supplies were excellent with the following comments.

SEXTANT

1. The sextant was not used during the mission by pilot's decision. The gear was completely operational on the preflight and post flight check. Precomputed data was furnished by navigators in the Flight Planning Section for return to Wiesbaden.
2. Pipeline time for support of this mission was adequate. There was a time delay in receiving a spare sextant which did not effect the mission.
3. Base facilities are adequate. Cleanliness is not ideal but will meet minimum standards for this short period of temporary duty. The use of a lathe and an arbor press would be helpful. Local arrangements will be made for the use of this equipment.
4. Conclusions and recommendations.
 - a. None at present on mission use.
 - b. Use of commercial transportation to move spare sextants.
 - c. Base facilities, while not ideal, are satisfactory.

ELECTRONIC

1. Support.
 - a. Pipeline time to ---Good.
 - b. Pipeline time to PBPRIME should be improved.
 - c. Base facilities are adequate for a short time, "advance base" type operation.
2. Results of Mission---Good.
 - a. Almost continuous data received. No equipment malfunctions. No recorder slow-downs.
3. Conclusions.
 - a. The approximate maximum signal strength over target areas was 2 milliwatts per square meter. This lasted for a few seconds several times during the mission. The aircraft had an "effective radar area" of one square meter.
 - b. There is a probability that fleeting returns could have been seen on radar screens for short periods of time.
 - c. The crude analysis equipment and lack of information on radar sets makes this conclusion little more than a hazardous guess. It is submitted as a rough field estimate of performance.

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23 JUN 1956

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AIRCRAFT

1. Pipeline and supply support--adequate.
2. Base Facilities--adequate. Local base support has been excellent. Accurate refueling is not possible with present units; however, arrangements are being made locally to have tankers with correct and accurate metering devices installed.

AUTOPILOT

1. Pipeline and supply support--adequate.
2. Base facilities--adequate.



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1. Supply support for this mission was adequate.
2. Base facilities in support of operational missions are adequate. Resultant comments and equipment performance on this mission are covered by Field Engineer Report No. 1, dated 21 June 1956--

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- (2) Communications. Believe the time element needed to establish required communication should be carefully studied especially in considering staging operations.
- (3) Photography and photographic equipment. See paragraph 1 above.
- (4) Weather. See attachment 2.
- (5) Navigation. Are turns being considered in Route Planning, ie, time, course and distance?
- (6) Flight Planning. Excellent check points were made to the minute.
- (7) Flight following. The greater portion of mission #2003 was undercast and thus tracking by means of photographs was impossible. At those places where the ground was visible, major cities could be identified by reference to Army Topographic Maps. It should be noted that the horizons did not appear clearly on the duplicate positive transparency of this mission. This reduced the accuracy of the plot. The loss of the horizon lines may have been due to the general hazy conditions and this was the belief expressed by the camera contractors. This question should be answered by the photographic results of the first mission through favorable weather conditions. At present, no other method of track following exists. Recommend that more latitude in receiving certain type intelligence information be granted.

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Page 5 of 5

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23 JUN 1956

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(8) Tactics. See paragraph 7.

(9) No other comments.



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FIELD ENGINEERING REPORT MISSION A-2003

	Ser.#8	Pilot:		A/C 53-172	Flown: 20Jun56	25X1
	<u>R6</u>	<u>V7</u>	<u>L8</u>			
Camera	25	32	18	Tracker:	Ser.#7	
Shutter	3697	3363	2669	Footage:	500'	25X1
Lens	1474	1449	1456	Filter:	Yellow	
Magazine	25	33	60			
Cycles	749	749	749			
Footage	1120	1120	1120			
Filter	Red	Red	Red			

RESULTS: Visual inspection, post flight check, pilots debriefing and film clips indicate that all photographic equipment worked properly throughout the entire mission.

DISCUSSION: Approximately 80% of this mission was flown over heavy clouds at which time 75% to 100% of the ground area was covered. The film clips were difficult to evaluate due to the dense cloud coverage, however ground areas were observed on both the vertical and left oblique. These indicated good focus. Due to the sun angle and the solid clouds, the right oblique did not permit evaluation.

Three lenses selected from the best USCM results were utilized. The collimator was received in time to recheck all lenses. Photographic records indicated proper focus.

The message pertaining to masking of the data housing arrived too late for action on this mission.

The configuration was turned on at 0700 and remained on for the entire flight until 1010, per Headquarters instructions. (3 hrs,10 min total)

Pre and post flight shutter speed checks indicated proper speed settings. Post flight inspection indicated that the shutter blades were in excellent condition.

The cockpit tape recording evidenced proper tone operation throughout flight.

Window covers were ejected just after take off. Frost appeared on the A/C while climbing. Suggest evaluation to see if windows cleared up.

The scope was removed the day before the mission, completely dismantled, and cleaned due to oil film on the optics. This could have caused an abort and indicates the urgency for having a spare scope on hand. [redacted] advised that this was to have been furnished, however to date it has not been received.

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The clock in the tracker stopped after 4 hr. 10 min. which was 40 min before take off. This clock had been timed and tested the previous week.

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Post tests show that this clock now runs good for 4 to 5 hrs then stops, therefore it will be removed from service and sent to a watch repair. Considerable moisture was noticed on the crystal after the mission. This may shorten the clock life thus substantiating our request for 100% spares. In lieu of the event recorder, the Century recorder was utilized with L-pad attenuators for pre and post flight recording of electrical programming.

Compiled by

21 June 1956

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20 June 1956

Mission 2003 20 June 1956

A-2 Configuration, 5 and 6

Pilot



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Significant observation;

River Northwest Breslau docks extending approximately 100 ft. in river from both sides for several miles. New airfield at approximately 5213 N 1804 E long Eastwest runway. Big airfield at Bdygozczc, asphalt runway, concrete ramp which appeared to run into edge of town. Airfield at Torun appears small. Grosstein big airfield easy to see. Breig big airfield easy to see. Ohla, big airfield easy to see. No route deviation.

Weather;

- 1 thru 7, 6 to 8/8;
- 8, 3 to 5/8;
- 9, 6 to 8/8;
- 10, 3 to 5/8
- 11, 6 to 8/8
- 12, 6 to 8/8
- 13, 3 to 5/8
- 14 to 18, 6 to 8/8

Winds unknown.

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