

*Stage
Ops*

S E C R E T

IN 38199

TOR 03/0039Z OCT 69 EWM

CO	/
STAGE	/
SCOP	/
DS	/
ADM	/
COM	/
FIN	/
PIRE	/
LS	/
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DELTA	/
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SEC	/

S E C R E T 021635Z OCT 69 CITE [redacted]

25X1A

IDEALIST LOGS SCOPE SAINT III

~~XXXXXXXXXXXX~~

ANNEX E TO OPORD 6-69- MATERIEL

1. A U-2R AIRCRAFT WILL BE DEPLOYED NON-STOP FROM [redacted] TO [redacted] TO EXERCISE THE [redacted] DEPLOYMENT CAPABILITY.

25X1A

25X1A

2. DEPLOYING SYSTEMS AND SENSORS:

- A. SYSTEM 17B
- B. SYSTEM 12
- C. SYSTEM 13
- D. SYSTEM 21
- E. OSCAR SIERRA
- F. B-2 CAMERA
- G. T-35 TRACKER
- H. SPECIAL WEATHER PACKAGE

3. SUPPLY:

A. PHASE I POSTURE (ENROUTE/MISSION) SUPPORT KIT WITH MODIFICATIONS WILL BE DEPLOYED WITH SUFFICIENT SPARES

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AND EQUIPMENT TO SUSTAIN FERRY/MISSION OPERATIONS FOR ELEVEN (11) DAYS.

25X1A

B. [] SUPPORT KIT WILL INCLUDE THOSE ITEMS OF EQUIPMENT, FITTINGS AND ADAPTER KITS REQUIRED FOR COMMON UTILIZATION OF LOCAL [] GROUND SUPPORT EQUIPMENT AND ELECTRICAL POWER.

25X1A

C. FOLLOW ON SPARES WILL BE REQUISITIONED THROUGH

25X1A

[] WITH SIMULTANEOUS INFO MESSAGE TO [] ADDRESS FOR RESUPPLY VIA COMMERCIAL AIR IS:

25X1A

AMERICAN EMBASSY

25X1A

[]
POL/L (CARGO NUMBER)

D. 14 936 GALLONS OF TESTED TS FUEL (TEST DATE 17 AUG 69), BATCH 65A (6625 GAL), 70A (8311 GAL) IS ON HAND AT [] AND IS AVAILABLE FOR TRANSHIPMENT TO [] VIA USAF C-130 AIRLIFT.

25X1A

25X1A

4. MAINTENANCE AND SUPPORT:

A. SUITABLE HANGAR, MAINTENANCE AND STORAGE SPACE WILL BE PROVIDED BY THE [] DEPLOYMENT OF 115/200V, 400 CYCLE, 3 PHASE, 15 KVA AND 110V, 60 CYCLE, SINGLE

25X1A

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[REDACTED]

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PHASE, 30 AMP POWER SOURCE TO MEET HANGAR AND SHOP POWER REQUIREMENTS, ALONG WITH ADEQUATE POWER DISTRIBUTION CABLES WILL BE REQUIRED. 28 VOLT D.C., 200 AMPS, IS AVAILABLE IN HANGAR K-1.

25X1A

B. TRANSPORTATION REQUIREMENTS: REFUELER, FORKLIFT, TOWING VEHICLE, CARGO/PASSENGER VEHICLES WILL BE MET BY USE OF [REDACTED] ASSETS. A 2,700 GALLON REFUELER [REDACTED] WITH SINGLE POINT ADAPTERS WILL BE AVAILABLE FROM [REDACTED] ASSETS. [REDACTED] WILL PURGE REFUELER AND INSTALL NEW FILTERS. [REDACTED] WILL PROVIDE REQUIRED "Y" ADAPTERS.

25X1A

25X1A

25X1A

25X1A

C. PROJECT PERSONNEL WILL BE PERMITTED TO OPERATE VEHICLES AFTER THEY RECEIVE APPROPRIATE INSTRUCTIONS.

25X1A

5. FOR [REDACTED] USAF SUPPORT REQUIRED FOR SCOPE SAINT III IS AS FOLLOWS:

25X1A

A. USAF SUPPORT REQUESTED FOR FERYY FLIGHT TO [REDACTED]

25X1A

[REDACTED]

(1) REQUEST C-141 ARRIVE EDWARDS NORTH BASE NLT 2400Z 19 OCTOBER 69 WITH SENIOR HIGH CLEARED CREW AND MAXIMUM ALLOWABLE FUEL ON BOARD. WEIGHT AND CUBE OF EQUIPMENT AND SPARES TO BE DEPLOYED WILL BE

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21,000 LBS AND 1700 CUBE. LARGEST ITEM APPROXIMATELY
 530 LBS AND 303 CUBE DIMENSIONS 82 X 26 X 246. C-141
 SHOULD BE EQUIPPED TO PROVIDE FOR MAXIMUM OF 52
 PERSONNEL AND PERSONAL LUGGAGE. PLANNED DEPARTURE
 FROM EDWARDS IS 1900Z 20 OCTOBER 69. PLANNED ARRIVAL
 25X1A [REDACTED] IS 1000Z 21 OCT 69.

25X1A (2) REQUEST DIRECT COORDINATION BE AUTHORIZED
 BETWEEN [REDACTED] AND MAC SUPPORTING UNIT TO PROVIDE
 COMPLETION OF LAST MINUTE DETAILS.

25X1A (3) C-141 TO BE RELEASED AFTER LANDING AND
 COMPLETION OF DOWN-LOADING AT [REDACTED] C-141
 25X1A SHOULD LAND [REDACTED] WITH SUFFICIENT FUEL TO
 25X1A PROCEED FROM [REDACTED] TO NEXT DESTINATION, WITH
 ADEQUATE FUEL RESERVES.

B. USAF SUPPORT REQUESTED WHILE DETACHMENT IS IN

25X1A PLACE [REDACTED]

25X1A (1) USE OF MA1A AND MD-3 STARTING UNITS
 (PROBABLY FROM [REDACTED] AT [REDACTED]
 25X1A DURING PERIOD OF DEPLOYMENT. AN MA-2 UNIT IS
 PREFERRED IF AVAILABLE.

25X1A

PAGE 5 [REDACTED] S E C R E T

(2) USAFE C-130 TO PICK UP AND DELIVER STARTING
UNITS AND 2000 GAL JPTS (U-2 FUEL) FROM [REDACTED]
WITH ARRIVAL AT [REDACTED] NLT 1000Z 22 OCTOBER 69.

25X1A

25X1

(3) USAFE C-130 TO DELIVER 2000 GAL JPTS FUEL
FROM [REDACTED] NLT 0730Z 23 OCT 69.

25X1A

(4) USAFE C-130 TO DELIVERY 2000 GAL JPTS FUEL
FROM [REDACTED] NLT 0930Z 24 OCT 69.

25X1A

(5) REQUEST DETACHMENT COMMANDER BE AUTHORIZED
DIRECT COMMUNICATION WITH USAFE FOR USE OF C-130
SUPPORT IN THE EVENT OF RECOVERY OF THE U-2 AT AN
ALTERNATE AIRFIELD IS REQUIRED. FURTHER, REQUEST
C-130'S PROGRAMMED FOR DELIVERY OF FUEL ON 22, 23, AND 24
OCTOBER 69 BE PERMITTED TO REMAIN AT [REDACTED]

25X1A

25X1A

[REDACTED] UNTIL U-2 LANDS FROM FERRY/TRAINING MISSIONS
TO ACT AS RECOVERY AIRCRAFT SHOULD UNSCHEDULED
LANDING OF U-2 BE MADE AT ANOTHER BASE.

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PAGE 6 [REDACTED] SECRET

(6) USAFE C-130 TO ARRIVE [REDACTED] TO PICK UP
RESIDUE JPTS FUEL AND STARTING UNITS AND RETURN TO

[REDACTED] NOT EARLIER THAN 0800Z 28 OCT 69.

C. USAF SUPPORT REQUESTED FOR RETURN FERRY [REDACTED]
TO EDWARDS NO. BASE.

(1) REQUEST C-141 ARRIVE [REDACTED] 1700Z
27 OCT 69 WITH SENIOR HIGH CLEARED CREW AND MAXIMUM
ALLOWABLE FUEL ON BOARD. APPROXIMATELY 10,000 GALS,
F-34 FUEL WILL BE AVAILABLE AT [REDACTED] FOR C-141
REFUELING, IF NECESSARY, FYI, MAIN RUNWAY AT [REDACTED]

[REDACTED] ASPHALT HARD SURFACE,
150 FT. WIDE WITH LCN 80 ON APPROACH ENDS OF RUNWAY
AND LCN 70 FOR THE REMAINDER.

(2) REQUEST C-141 DEPART [REDACTED] APPROX
2000Z 28 OCTOBER 69. PLANNED ARRIVAL EDWARDS NO BASE IS
1100Z 29 OCT 69.

(3) IF CHANGE OF C-141 CREW NECESSARY AT EAST
COAST ENROUTE STOP, REQUEST SENIOR HIGH REPLACEMENT
CREW. MINIMUM GROUND TIME REQUESTED. FURTHER
REQUEST DETACH COMDR BE AUTHORIZED (IF REQUIRED) TO
DIVERT C-141 INTO AIRBASE WHERE U-2 HAS DIVERTED
SHOULD THAT OCCUR.

D. COVER PLAN TO BE PROVIDED BY SEP MSG. REQUEST

[REDACTED] AND OTHER SUPPORT AS REQUIRED.

END OF MSG

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SECRET