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ROUTING AND RECORD SHEET

INSTRUCTIONS: Officer designations should be used in the "TO" column. Under each comment a line should be drawn across sheet and each comment numbered to correspond with the number in the "TO" column. Each officer should initial (check mark insufficient) before further routing. This Routing and Record Sheet should be returned to Registry.

FROM:

[

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

2003

NO.

DATE

15 FEB 1954

TO	ROC NO.	OFFICER'S INITIALS	COMMENTS
1. King		[]	Rybat IPB Success
2. []		[]	
3.			
4. Esterline		[]	4-1 Have queried fine on possible reader by [] to black flight to his country. 18 Feb 54
5.			
6. Esterline			2-6 Whatever, above answer may be - it and this paper along with any suggestions you may have to be handed Col. King or me prior Tuesday subject matter []
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			

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15 February 1954

CIA HISTORICAL REVIEW PROGRAM
RELEASE IN FULL

MEMORANDUM FOR THE RECORD

SUBJECT: 15 February Conference on Black Flights

AMD
C/KUHOOK
Air Operations Officer
Security Officer

2003

I. First Phase: Moving of tonnage from Andrews Field to ROBALO (30 tons).

II. Second Phase: Starting on 15 March movement of six or seven tons to airfield in [private field, hard topped.]

The alternate field in case of dire emergency only is south of San []

[] Our man who has use of [] cable system will meet flight with trucks and will care for distribution of materiel. At this time no fuel is available in []

PROBLEM: Question of fuel: Whether to cut down on tonnage in planes and have extra flight so auxiliary fuel tanks can be used or to try and arrange an operation for fuel to be brought to air strip. Round trip [] miles from []. Extra fuel could all be carried on one flight but would necessitate refueling -- same number of flights would be involved as use of auxiliary tanks. Stop for refueling is definitely out as too great a security risk. Preferred solution is to arrange for fuel to be at strip. If so, pump for 55 gal. drum should be on plane. Plane can take either 91-98 octane or 100-130 octane. The latter is preferable.

The [] landing strip is owned by a man who is working for us in another capacity. He has an operational clearance, but thinks the plane is hired by RUFUS. He is to have no idea as to where the flight comes from.

[] There are no facilities for night landing at the strip. The [] [] wishes the landing to be at the first crack of dawn.

Aerial reconnaissance can be made taking one or both pilots. The ideal thing is to make the flight look like it comes from Cuba. Do not pinpoint it as coming from []. Stay away from []. There is no tracking equipment, but planes usually check in.

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The initial group of packages averages about 65 pounds. No fork lift is needed. Five or six men can lift the heaviest package.

It is preferable for flights to come in two and two.

Landing signals: Smudge pot system to be used. If no signal given do not land but reapproach in 30 minutes. If no signals then carry payload out. We are to provide napalm markers for the field if it is necessary for night flights. If anything happens to embarrass the President of Salvador expect planes to be confiscated.

BRODFORST will go out and take a look at the landing fields. Will go as tourist. Cut out to be arranged through []

Pilots: Polish pilots consideration discarded. It has been decided to use CAF pilots who have not been involved in nefarious operations in the past. One reason Polish pilots discarded is many of them British and liable to expose us to British.

Cover Story: (To be worked out in final form by CONNIFF) The following are suggestions: Pilots approached by nefarious character while on leave in [] Offered sum of money to fly planes to [] They believe equipment to be mining equipment as bill of lading shows. They can describe man who contacted them in hotel, bar, or decided place. To backstop their story: Lawyer (broker) bought plane and sold to non-existent person. Phoney check deposited in bank. This man is the same man who contacted pilots. To backstop cover pilots can go to [] or such place -- thus burden of proof on someone else. Question brought up as to [] NO -- no connections there and do not want brought in. Or: contacted in [] if so, what airfield used, where gas obtained). In either case: Plane was there for them. They did not ask questions -- just wanted to make some money. Question: Could planes have been old planes that were sold after being declared surplus by the Army. NO...too sterile ever to have been Army.

Engine repairs: Crew to consist of pilot, co-pilot, and an engineer who can take care of repairs, except for major repair.

Markings and Flight Plan: A flight plan can be traced and means a registry number for plane. However, this could be backstopped. Flight plan could be from [] to New Orleans.

Second Phase: Moving into [] phase. Efficiency more important than the timing. Seven or eight tons to be delivered to [] Tentatively set up for 20 - 25 March. Same operation as Second phase only to [] No personnel there except KUHOOK man. Cable facilities available at [] RUFUS has been instructed to reestablish old rapport with [] This is to be the same as the 14 January flight as far as ground arrangements. The

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Parachute rigging: Airborne Packer prepared to rig chutes if necessary.
[] will provide long building and packing table.

Loading of aircraft: OK except for heavy load. Question on 2200 lbs. package as to whether for [], coom equipment, or what? C/P will check.

Transportation: Will be provided according to [] Need Tow Bar (available from [])

Lighting for night loading: Will try to provide, if not, available from []

Air Order of Battle: 16 aircraft in Guat, have requested to be informed where. P/A might get 3 fighters from [] but do not think so.
PROBLEM: Our planes will have to be marked.

Automatic weapons: 42mm, 50 cal. Will try to determine if portable.

General Security: CONNIFF's responsibility. There is supposed to be a Security man assigned to packing project -- if assigned will brief CAT crew. Maintenance crew and all [] personnel to be Briefed by AMD.

Reconnaissance of [] Yes.

Briefing of pilots: Part in Washington. Detailed briefing at Roba if man there.

Mail: Send to BRODFORST
Box 5095
[] Put all mail inside large envelope

Return mail to;

Brodforst to return 23 Feb. COWDEN back about 24th. The~~ir~~ return means all things set up -- nothing unworkable. They will write up Air Operations.

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VI: QUESTIONS:

Weather reports: Obtain weather report from May to the end of rainy season
Most weather all thunderstorm activity.

Weather man: Available from []

Landing flight location: Info forthcoming.

Landing flight data; Info forthcoming

Cover for crew: Undecided -- up to CONNIFF.

Escape and Evasion: Guat: will decide when and if necessary
Other: Through Embassies.

Maps and Aerial Photos: Will supply except for 1st and 2nd phase which
are available now.

Emergency in-flight commo: OK to call [] with code. Flights to be
monitored from []

If ditched: Ditch at sea if possible, Air Sea Rescue will pick up men.

Housekeeping facilities at [] Housekeeping, messing, recreation
(out of []) all available.

Documentation for craft: Will go in as USAF, will leave black.

Documentation for crew: Arrive Washington as civilians. Leave for []
on Commercial Flight. Tourist Cards. Will fly into [] Will
fly missions under true name. PROBLEM: If picked up for any reason
names would be recognized as CAT pilots.

Commo between LINC and WASH: Excellent.

Commo between LINC and ROBA: Excellent.

Security [] It is secure. Guards necessary for aircraft --
2 man team on rotation.

Maintenance personnel: None -- available from []

Refueling and Parts: From []

Firefighting equipment and crash trucks, Ambulance and medical: []

Operations Planning Room: Available with telephone.

Processing and packing: LAPSLEY. Materiel to be checked as far as degreasing,
etc.

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strip has [] feet of runway. If high rapport still there [] will say flight for him. No arrangements have been made on fuel, but it is a commercial strip so should present no problems. Time of arrival is to be designated by [] also approach pattern, flight pattern, and identification signals. These are to be given to us probably by the [] also what conditions we land under. The cargo is packed in ~~smallest~~ cubage -- all weight is tight. C47's or C54's available if necessary according to AMD men. If commercial strip is used for landing a single trip in a C54 would be sufficient. If other field is used, four or five flights would be necessary. If different strip is used plans will be as second phase. (Check [] strips for one [] if possible.)

III. Third Phase: Back to the same airfield in [] -- 23 tons. As soon as operations can go on after the first flights -- probably 26 March. Time has to be allowed for trucking system to get from [], although it is probable that two trucks will operate in the South and two in the North (one hour drive in both places for unloading), both are 7-ton trucks. NOTE: it is necessary to beat the rainy season in []. In all cases, if trucks not there unload airplane and trucks can load later. PROBLEM: Again the importance of fuel being there due to the large amount of tonnage -- this to be checked by C/KUHOOK. He will advise if he cannot assure it will be there. Possibility of having finca owner get it. If no fuel there 8 days necessary to run flights.

Third A. Phase: 16 more ^{days} for [] if no fuel (3 April - 18 April) but rainy season in [] is not a problem. 43 tons to same airfield. Runway there is for 80,000 lbs. [] landings could be at night if the good field is used.

IV. Fourth Phase:

50 bundles	@	approximately	250 lbs.
25 "	@	"	175 lbs.
5 "	@	"	70 lbs.

V. Resupply: If approved we will be on call from teams in the field to resupply. Daylight if situation warrants, or night flights, as the case may be. (AMD says immaterial to them except that oxygen and sterile equipment for flight if night resupply.) Risk: small arms firing, radio. Resupply will be to isolated areas so fixed position against planes cannot be used. We will have control of area. Resupply drop will be to a sufficient number of men to allow high level drop. Dispatchers: KUHOOK field man has as one of his recruitments six kickers. Airborne packer not to be used -- or any other Americase. Do not send crew back after phase four or have them on other flights. Hold if possible.

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