

DEPARTMENT OF THE AIR FORCE
WASHINGTON

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OFFICE OF THE ASSISTANT SECRETARY

2 December 1965

MEMORANDUM FOR THE INTERDEPARTMENTAL CONTINGENCY
PLANNING COMMITTEE

SUBJECT: Minutes of the Meeting of Interdepartmental
Contingency Planning Committee, 29 November 1965,
0930, Room 4E968, Pentagon

REFERENCE: "Proposed Contingency and Cover Plan for
CAROUSEL" (draft) disseminated 24 November
1965 under control no. BYE 3079-65

A meeting of the NRP Interdepartmental Contingency
Planning Committee, Dr. Alexander Flax presiding as
Chairman, was convened on 29 November 1965 to consider
referenced proposed CAROUSEL Contingency and Cover Plan.
Those in attendance were:

- BGen Jack Ledford, CIA
- James Cunningham, CIA
- [redacted] CIA
- [redacted], DIA
- [redacted], DIA
- [redacted], JCS
- BGen Leo P. Geary, AF
- MGen E. B. LeBailly, AF
- BGen William Garland, AF
- Col Saunders, AF
- [redacted] State Dept
- BGen James Stewart, NRO Staff
- Mr. Louis F. Mazza, NRO Staff

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The White House representative, Mr. Phillip
Jessup, was unable to attend. With this exception,
all ICPC participating agencies and departments were
represented.

It was agreed that in all probability the aircraft
would be observed and reported upon by the press both
at Hickam (enroute) and at Kadena and that it would
create considerable press speculation, much of which
might be factual, regardless of what statement was
issued by the U. S. Government.

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Considerable discussion took place with respect to the possibility of involving the U. S. Government in an apparent falsehood should the aircraft be claimed to be a test version of the Y-12-A interceptor. Conversely, General Ledford emphasized that with respect to the Japanese Government, that government would, in all probability, rest more comfortably with such a story (as contrasted to a claim that the aircraft is a version of the SR-71 or rigid "no comment" posture to inquiry), regardless of the degree of contradictory speculation.

Discussion also took place with respect to the use of Hughes Aircraft Corporation cover by the aircraft pilots, but the proposal was sustained as being consistent with their past personal cover arrangements.

It was agreed after weighing all aspects that the proposed contingency plan be revised by General Ledford to incorporate the following:

1. Inclusion of tail number markings on the aircraft in addition to the official USAF decal.

at Kadena
2. That in response to inquiry at Hickam, the USAF PIO would reply that the aircraft is "an experimental test bed version of the YF-12-A and SR-71 family on a routine training mission." The USAF PIO in response to inquiry would similarly respond with respect to the type of aircraft and identify its mission at Kadena as "to undergo field tests". Both, if further pressed, would state that any additional inquiries would have to be answered by the Office of the Secretary of the Air Force.

3. With respect to that portion of the plan calling for identification of the aircraft as an F-101-B on a routine ferry flight to Okinawa in the event of unobserved loss of the aircraft over the Pacific Ocean, the language "an experimental test bed version of the YF-12-A and SR-71 on a routine training flight" would be substituted.

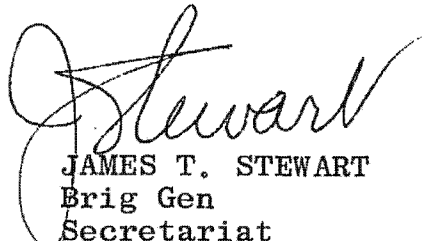
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A revised plan which incorporated these changes was disseminated and agreed to by committee representatives on 30 November 1965. The revised plan was then prepared to be forwarded by D/NRO to the 303 Committee.


JAMES T. STEWART
Brig Gen
Secretariat
ICPC

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OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM

Distribution of minutes:

- Cy 1 - ICPC
- Cy 2 - Gen Ledford, CIA
- Cy 3 - DIA
- Cy 4 - Col Steakley, JCS
- Cy 5 - AFRDR (Geary)
- Cy 6 - Gen LeBailly thru AFNICAB
- Cy 7 - State Dept
- Cy 8 - RF 1
- Series A, Cy 1 - RF 2
- Series A, Cy 2 - SS-3

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