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~~(S)~~ NATIONAL RECONNAISSANCE OFFICE

WASHINGTON, D.C.

THE NRO STAFF

13 October 1971

MEMORANDUM FOR INTERDEPARTMENTAL CONTINGENCY PLANNING
COMMITTEE (ICPC)

SUBJECT: Proposed IDEALIST Scope Saint V Contingency
Plan

The attached IDEALIST Scope Saint V Contingency Plan is forwarded to members of the Interdepartmental Contingency Planning Committee for their consideration and approval. Except for the change in location, this plan is substantially the same as the Scope Saint III Contingency Plan (BYE 13218-69). Scope Saint IV was cancelled prior to preparation of a contingency plan.

Request your comments/concurrence be provided to this office by noon 15 October 1971.

[Redacted Signature Box]

Member, ICPC Secretariat

(b)(3)

1 Atch
Contingency Plan

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IDEALIST SCOPE SAINT V

CONTINGENCY PLAN

I. AUTHORITY

This contingency plan was approved by the Director, National Reconnaissance Office, as Chairman, Interdepartmental Contingency Planning Committee, upon advice and guidance of the committee membership

II. MISSION

To deploy between 20 and 27 October 1971, a U-2 aircraft from Detachment 6, Edwards AFB, to St. Mawgan RAF Station, England.

III. OBJECTIVE

The objective of the exercise is to continue improvement of the CIA/RAF U-2 operational capability to respond to future reconnaissance requirements in the Middle East, Africa and Europe.

IV. GENERAL

A. The contingency/~~cover~~ plan is designed to ^{protect} ~~con-~~ ~~ceal~~ the U. S. intelligence community, specifically CIA, interest and participation in the operation. In the event of press inquiries, the following ~~cover story~~ ^{statement} will be used for these activities; ^{only after approval by} ~~ONS D (PA)~~.

"The USAF is conducting high altitude ~~meteorological~~ studies in the Western Mediterranean and Eastern Atlantic with the cooperation and assistance of the RAF/Ministry of Defense. With the agreement and support of the RAF, St. Mawgan RAF station is being used as a base for this activity." ^{We have no other comment.}

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B. The aircraft will be configured for meteorological studies and will carry USAF markings. During the exercise, the RAF pilots assigned to the IDEALIST Detachment will overtly participate in the deployment by flying either the ferry flight legs of the deployment exercise and/or the U-2 training missions while deployed to St. Mawgan RAF Station. Deployed U. S. military personnel will use true rank and will wear uniforms as required by base regulations. All U. S. civilian personnel, including technical representatives, will utilize Department of the Air Force civilian ~~cover~~ *status* and will carry appropriate orders authorizing their TDY to St. Mawgan RAF Station. British personnel will carry RAF documentation and will wear appropriate uniforms with true rank while at St. Mawgan. U. S. project pilots will be documented as Lockheed Aircraft Company (LAC) test pilots and will carry appropriate orders authorizing their TDY to St. Mawgan RAF Station.

V. POSSIBLE CONTINGENCIES

A. In the event of an unscheduled landing during the ferry flight within the U. S., the pilot will request assistance in securing his aircraft and will immediately notify Detachment Headquarters, Edwards AFB.

1. The pilot, if American, will be instructed to state that he is a LAC pilot on a long range navigational test flight from Edwards AFB, California.

2. If British, he will carry RAF documentation along with USAF invitational orders authorizing him to fly the aircraft. In this connection, he may state he is an RAF exchange officer flying the aircraft as part of a general familiarization with various U. S. aircraft.

B. In the event of loss of the aircraft or other emergency situation during the Trans-Atlantic portion of the ferry flight, no information will be released and all inquiries will be referred to the Office of the Secretary of the Air Force, who after appropriate coordination, will identify the aircraft as a USAF aircraft flown by either a

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LAC test pilot under contract to the USAF, engaged in long range test studies; or an RAF exchange officer checking out the U-2 on a long range over water navigational exercise as part of his overall training in U. S. aircraft.

C. In the event of an emergency situation during a simulated operational flight from RAF St. Mawgan, which would require the pilot to divert from his planned route, the deployed task force will be in communication with the aircraft and will make necessary arrangements as required:

1. An American pilot will be identified as a LAC test pilot under contract to the USAF engaged in high altitude ~~meteorological~~ studies per general purpose cited in Paragraph IV.

2. A British pilot will be identified in true rank and status in accordance with the basic story and contingencies cited in Paragraph IV and V.

VI. PUBLICITY

A. In the event that inquiries are received from official members of the press media, the following text will be released:

"The USAF, using the WU-2, is conducting high altitude ~~meteorological~~ studies in the Western Mediterranean and Eastern Atlantic. The results of the tests, if successful, will be of interest to the British Meteorological Office. With the agreement and support of the RAF, St. Mawgan is being used as a base for this activity. The aircraft itself is equipped for meteorological studies and is supported in the same manner as other USAF aircraft which use the facilities at St. Mawgan. Reciprocal arrangements exists for RAF aircraft visiting other countries including the United States."

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B. Additional information which may be released to members of the press media only as a result of specific inquiries is as follows:

1. The aircraft is under control of 1105th Support Squadron.

2. The 1105th has its Headquarters at Bolling AFB.

3. The RAF and the USAF have cooperated on similar projects in the past and it is possible that additional flights will be made in the future, depending upon the results of these tests.

4. No particular interest or importance is attached to this meteorological aircraft using the facilities at St. Mawgan and it is not customary to make specific press announcements for routine matters of this nature which occur from time to time. For example, a similar WU-2 was engaged in clear air turbulence studies at RAF Bedford in April 1967 and detachments operated from RAF Upper Heyford in June 1967; at RAF Kinloss in October 1969 and RAF St. Mawgan in October 1968 and April 1969.

5. Two (2) RAF pilots are attached to this research team. They are part of a number of RAF officers on exchange with the USAF and are flying the aircraft as part of their familiarization with various U. S. research projects.

6. No pictures of the aircraft are permitted.

7. In response to direct inquiries, it will be acknowledged that the aircraft is an improved version of the original U-2.

C. The press release detailed above will be furnished to:

1. Press Liaison Officer at RAF/St. Mawgan.

2. Project Headquarters, Coastal Command, Northwood, Middlesex.

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(3) Office of the Director of Public Relations,
Ministry of Defense, London.

(4) Deputy Director, Meteorological Office,
Bracknell, Berkshire.

D. In addition, text will be made available to
Headquarters, Third Air Force, South Ruislip and American
Embassy, London.

VII. COORDINATION

A. The CIA Program Office will be responsible
for coordinating this plan with Lockheed Aircraft Company,
appropriate elements of the Royal Air Force and the U. S.
Embassy in London.

B. AFIG/J will be responsible for the notifi-
cation to Headquarters, Third Air Force and other appro-
priate military elements in Europe.

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