

SC-04130/56
Copy No. / of 7

18 June 1956

MEMORANDUM FOR: Project Director
ATTENTION : Chief of Operations
SUBJECT : ELINT Operations Report for Mission A-2023, dated
10 July 1956

1. I am attaching for your information an ELINT operational report for your mission A-2023.

2. I have asked Chief of the ELINT Branch of O/SI, to supplement the written portion of this report with an oral briefing.

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for HERBERT SCOVILLE, JR.
Assistant Director
Scientific Intelligence

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SC-04130/56
Copy 2 of 7

Notes on Significant Activity on Flight A-2023

I. English plain language voice was intercepted on Channel 3 beginning at 1048Z when aircraft was (approximately 5046 N. 1136 E.) about 50 nautical miles before exit of denied territory in SZG. Intermittent voice transmissions were received until let down. Although intelligibility was poor using system one (S-Band, crystal video detector) UHF receiver; portions of speech were read as "?Zebra-four?" this is one six three-over" ... "garbled..will you please inform the (several initials) that I am "?46 garble?", and more could be read out with additional effort. This is being reported here because it may have significance since BOXBRICK units in SZG are thought to be using tactical COMINT to aid in GCI and EW networks. (This practice has also been observed from COMINT in Europe and the FAR EAST.) The DMR for this flight noted that a possible interceptor attempt made what was believed to be the deepest penetration of an unfriendly aircraft into West Germany as noted in Air Warning traffic. Note possible interceptors course and time in relation to the track of our aircraft. The nearest BOXBRICK is located at JENA/RODIGAM, 10 miles from our aircrafts position at time of first noted voice transmission.

II. WHIFF gunlaying radar signals were intercepted on seven occasions. Two of these over the Crimea Peninsula may have been from the same Soviet installation at Yevpatoriya. The longest automatic WHIFF lock-on for any flight to date occurred in the vicinity of LVOV (Regional Hdq. for LVOV Air Defense Area). Lock-on was steady for $1\frac{1}{4}$ minutes, briefly fell out of center of conical scanning beam and returned to auto-lock for additional $1\frac{3}{4}$ minutes. This continuity and the fact that aircraft slant range to a point on the ground did not exceed 38,000 yards during the total 3 minutes lock-on indicates only one WHIFF was involved.

III. The first identified Token radars were intercepted after 2 minutes (15 miles) penetration into the Soviet Zone of Germany. Token activity was almost continuous over the entire flight. The only major areas where no activity was noted were over the Black Sea and in the area around Chernovitsky, U.S.S.R. (48-17 N, 25-55 E) from the right (south) side of the plane. No new, unusual or identified shipboard type signals were encountered over the Black Sea area.

Only one unidentified signal was encountered over a sufficient time interval for an accurate measurement of scan period. This signal occurred just prior to exit from the Soviet Zone of Germany at 1041 Z hours. The antenna (right) at this time was pointed toward Leipzig. This signal had a single illumination of 743 pps and a uniform scan of 3.8 seconds.

IV. The COMINT reaction, as reported in the DMR, was the most continuous recovered to date inside the USSR.