

C O P Y

Aerial Survey Team Seven
 1370th Photo-Mapping Wing (MATS)
 UNITED STATES AIR FORCE
 APO 334, San Francisco, California

REPLY TO
 ATTN OF: Comdr. AST-7

27 Sep 1963

SUBJECT: Trip Report

TO: PMDCO

During the period 5 September 1963 through 9 September 1963 representatives of AST 7 visited Canberra and Melbourne Australia, to visit and brief members of the U.S. Military and Embassy and members of the Australian Government interested in AF Project 60-13, South Pacific Survey. Originally the team had planned to visit Canberra, Brisbane and Townsville, but included a stop at Melbourne to visit the Department of Civil Aviation per their and USAF Attache request.

The visit was made in an RB-50 to acquaint U.S. and Australian personnel first hand with the aircraft and equipment in use, and because of limited C-54 flying time and a full cargo/support schedule. The trip progressed successfully as planned until arrival at Melbourne when a new (88.00 hour) engine failed internally on the RB-50. The visit ended at that point and the team returned without stopping at Brisbane or Townsville. The RB-50 returned to Port Moresby on 15 September after an engine change.

Upon arrival at Canberra 1530, 5 September, Major Rottmann met with Colonel Otooway, USAF Attache to review purpose of the visit, problem areas, mission progress and to plan a briefing schedule for Canberra and Melbourne.

On Friday 6 September the USAF attache was briefed in detail on the AST mission and mission progress. Representatives of all US Military and the US Embassy were then briefed on the ASI mission. Those attending were:

Col. Otooway	USAF Attache
Col. Gerard	USA Attache
Capt. Mooney	USN attache
Maj. Finney	Asst. USAF Attache
Mr. J. Lydman	DCM
Maj. Rottmann	AST 7 C.
Capt Grundy	AST 7 Projects
Capt. Korpics	AST 7 Operations
I/Sgt. Schreengost	AST 7 Data Control.

Atch #2

Hiran, control photo and visual photo charts of requirements and accomplishments were shown and reviewed. Explanation of how hiran works and photo coverage planned was given by AST representatives. Those attending the briefing had a very good knowledge of why the project was assigned, its aim and intention, and were most interested in project progress. The mission was of great interest to them and the session lasted twice as long as intended.

At conclusion of this meeting the USAF and USN staff discussed a classified project of considerable importance to both the US and Australian military. Later an Australian Air Force Wing Commander arrived, discussed the project and stated the high interest and concurrence of the RAAAF in this project. AST 7 has the capability and equipment and can accomplish this requirement on an opportunity basis with the RB-50. This operation would not hamper the primary AST mission. The project requirement was outlined to 1370 PMW in a classified message on or about 7 September. To date actions for approval by PMW have not been received. AST 7 and the USAF Attache will coordinate this project when approval is received.

Major Rottmann, Captain Grundy and Col. M. Gerard USA, met with Lt. Col. C.T.P. Carter, Asst. Director of Survey, Australian Army. Col. Carter represented Col. D. MacDonald, Director of Military Survey who was on TDY to the USA. Col. Carter was briefed on mission status and AST photo requirements in New Guinea. They are most interested in any photo the AST can get particularly controlled photo and visual in Western New Guinea. Our present priority areas do not agree with areas most desired by the Australian Survey people. Their primary interest lies in North Western (Australian) New Guinea and this is not even in our requirements at all. It was recommended and agreed that the Australian Survey people should outline priority areas and all other photo requirements and forward them to AST 7 for review. These in turn will be sent to PMW for information and concurrence. This will be a help for there has been some previous photo accomplishments, which are accepted and on file, of areas now assigned AST 7. Duplication of effort will be eliminated. A letter has been received on this project (see atch 1)

Col. Carter recommended we visit Canberra again when Col. MacDonald and Mr. Bruse Lambert (head of Australian National Mapping) are in town to brief them on our mission and its progress. He also requested we visit Major James Steadman, Deputy Asst. Director of Survey, Brisbane whenever possible. Major Steadman is the official liaison officer with USAF AST 7.

Per request of Col. Ottoway, USAF, and the RAAF, Major Rottmann, Capt. Grundy and TSgt. Schrecongost briefed Air Commadore Eton, RAAF on the AST 7 mission. He was very interested in our discussion, charts and progress and invited us to return on the next visit to Canberra to brief the Chief of Staff, RAAF.

After a full day (0800-1730) of briefings and discussions a critique was held with the Attache. Receipt of AST 7 vehicles was coordinated. A discussion of Australian Customs regulations revealed probable areas of difficulty for ground station support when ground stations are moved into Australia proper. Canned five in one rations have been cleared but it appears all station supplements will have to be purchased in Australia. Rigid restrictions on importation of any kind of food are in effect. An iron clad policy for this operation will have to be effected. Customs and operation in Australia requires more detailed planning and another visit to Australian Customs in Australia will be necessary.

A final meeting with Major Finney, USAF, was held Saturday 7 Sept. prior to aircraft departure for Melbourne.

On Monday, 9 September, 1200, Major Rottmann, Capt. Grundy and Capt. Korpics met with Mr. D.G. Anderson, CBE, Director General and Dr. K.N.E. Bradfield, First Asst. Director-General (Ground Facilities) Department of Civil Aviation, Australia. Use of Jacksons Field at Port Moresby was the primary topic. They were somewhat concerned about our heavy gross weight operation. The most recent, 15 August 1963, pavement concession was reviewed. This concession authorizes AST 7 eight take-offs per week: three at 140,000 and five at 130,000 pounds max gross weight. It was pointed out our maximum weight was generally 130,000 and the authorization for 140,000 pounds was unnecessary. We stated eight take offs per week would suffice for our operational requirements but would allow no flights to meet training requirements - night landings etc. We requested and were granted permission to accomplish ten additional take offs and landings per month, for training, at reduced gross weights, 108,000 pounds or less. This should satisfy all flight requirements. It was pointed out the C-124 was restricted to 160,000 pounds max weight for takeoff, increased to 180,000 pounds on 27 June 63 and then on 15 August again reduced to 160,000. The necessity for an occasional heavy take off (two RB-50 engine airlift etc.) was pointed out noting one heavier takeoff could eliminate an additional C-124 support flight. We requested the weight be upped to 173,000 pounds. This could not be answered immediately and they will advise their decision in a forthcoming pavement concession.

Use of the ramp for AST parking was another major problem for discussion. The new taxiway construction has been speeded up and will be completed in two weeks. The cement will then require 28 days to cure. In effect this will eliminate two RB-50 parking spots now available. (Added comment: this taxiway is not necessarily a great idea for it reduces aircraft parking space at Jackson Field 50% by turning the ramp into a taxiway). Mr. Anderson stated we will have to move the two RB-50s when the taxiway is finished and suggested we construct a hardstand for B-50 parking. (Not a good idea considering the limited time AST 7 will be here.)

Immediately upon return to Port Moresby consulted Mr. Afflack, Director DCA for New Guinea and he agreed additional ramp construction was not

the best answer. He stated they would close off the portion of the parallel taxiway now used for C-54 parking and we may use that for one RB-50 and the C-54. Even though that taxiway is lightly constructed of asphalt it will support a B-50 that is towed in and out of parked position. At the conclusion of this project they may require us to do some patch work on that area if we break it. I feel that would be far less expensive than constructing new hardstands. I have an appointment to visit the DCA Airport Engineer in Port Moresby, Mr. George Ancliff, to firm this parking plan and would also like to request a USAF airfield engineer type from Guam or somewhere to have a look at this ramp problem and know his recommendations for parking a B-50 on the taxiway. Would you concur in this. I will discuss this with L/Col. Dean during his visit latter part of September.

We realized this parking problem would come up when the taxiway was completed. The fast finish is a surprise for even the airport people assumed it would be months yet for completion. Do not believe this will be a problem to hamper the mission but it will make maintenance work inconvenient with the new parking arrangement.

AST 7 representatives consider this visit to Australia very successful and informative both for US Military personnel in Canberra, the Australian personnel consulted and for members of the ASI.

CARL W. ROTTMANN
Major, USAF
Commander.