



TREASURY DEPARTMENT
UNITED STATES SECRET SERVICE

WASHINGTON 25, D.C.

OFFICE OF THE CHIEF

October 24, 1962

*Our file 1
lys to LeMay
1-22-614.0*

MEMORANDUM

To : The Vice President
From : James J. Rowley, Chief
U. S. Secret Service
Subject: The Use of Commercial Aircraft by the Vice President

You will recall that over a year ago, September 22, 1961, I strongly urged the exclusive use of military aircraft for your travel.

In view of the legislation recently signed by the President, placing the protection of the Vice President on the same level as protection of the President, I must again urgently request of you to use military aircraft for all air travel.

It is our considered judgment that you use U. S. Air Force aircraft exclusively for the following reasons:

INCREASED DUTIES OF THE OFFICE OF THE VICE PRESIDENT

The Vice Presidency is a participating part of the Government. He performs many and varied important official functions.

WORLD SITUATION

With tense international crises occurring almost daily, the presence of the Vice President could be required any place in the country or the world on a moment's notice.

SCHEDULES

Commercial airlines are not able to furnish immediate transportation from any spot in the country directly to Washington on short notice. Of necessity, the Vice President travels with a small staff vital to the operation of his office, and it is most unlikely that commercial airlines would be able to find space for them on short notice.

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COMMUNICATIONS

Facilities aboard commercial aircraft are entirely inadequate for communication between passengers and other locations during flight inasmuch as they were not designed for this purpose. All SAM aircraft (four engine type) are equipped to furnish communications from any place in the United States while in flight. It should also be noted that communication facilities aboard commercial aircraft are entirely inadequate for security purposes.

In addition to the foregoing, consideration must also be given to the number of commercial airline crashes, hijackings, and the fact that commercial airlines do not screen passengers nor inspect baggage, et cetera. We, of course, have no way of knowing who is on the aircraft nor what the baggage compartment might contain.

It is our considered opinion that we cannot perform the responsibilities authorized by the Congress should your use of commercial aircraft be continued.

James G. Fowley

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OFFICE OF THE VICE PRESIDENT
WASHINGTON

hbd
Suggestions
B

VC 140

Aircraft Markings

Desk

Forward Seat

Lavatory Door (Overhead)

Seat Belts (Couch-4)

Noise Level

Air-Ground Communications

H. H. H.
7/2/62

24 October 1962

Special Air Mission Considerations for the Vice President of the United States

Commander
1299th Air Transport Squadron
Andrews Air Force Base, Washington 25, D.C.

1. On a recent special air mission flight, the Vice President made some specific comments to me about the VC-1140 airplane and my qualifications to perform aircraft commander duties in equipment other than the VC-1140. His comments were:

a. The VC-1140 airplane has the capability to perform missions outside the continental limits of the United States. Since they are, in reality, being used in this capacity, dignitaries of some sensitive and neutral nations might be offended when the statesmen of this country travel abroad in equipment advertizing USAF power. Thus the principle formerly established concerning the markings on the four (4) engine special air mission fleet should similarly be applied to the VC-1140 fleet.

b. The Vice President feels that the entry door and stair on VC-1140 airplanes could be improved for convenience, reliability and utility. He commented that the stair appears to be difficult to operate and occupies valuable space which could be used to greater advantage for storage of baggage and equipment.

c. The cabin noise level is unusually high when compared with other modern jet transport airplanes. The Vice President suggested that additional sound proofing material be installed to reduce cabin noise and thus make the airplane more comfortable for executives and their guests.

d. The current VC-1140 seating and interior scheme contains several unnecessary items which contribute very little utility. The Vice President suggested removal of the plexi-glass partition and the two (2) small cabinets in the center of the passenger cabin to provide more useable space for baggage, equipment, and leg room. He further suggested the addition of a fourth seat belt on the divan. I concur with the suggested removals, however, as an alternative solution for the additional seating, I recommend removal of the refrigerator and inclusion of a folding jump seat in the galley area. This would provide the desired extra seat, be compatible with certificate limitations imposed by the FAA and keep the additional weight nearer the center of gravity of the basic airplane.

2. The Vice President has frequently questioned me concerning the capability of equipment aboard the VC-110 for sustaining telephone contact with members of his staff and the President. While this is possible most of the time on HF single sideband radio, I feel a more reliable capability can be maintained by improving presently installed radio systems as follows;

a. The background noise level of the HF single sideband radio is much too high for the pilot or copilot to maintain a continuous listening watch and still perform normal duties efficiently and safely. I therefore recommend action be taken to change the antenna system or otherwise suppress the background noise existing in this equipment.

b. The control panel for the HF single sideband radio system is accessible only to the copilot, and consequently is only 50% effective. I recommend moving the control panel to the center radio console so that either crewman can operate the set.

c. The Military Affiliated Radio System net (MARS) has the capability to provide telephone patch service through HF, VHF, and UHF radio. The Federal Aviation Agency likewise has some capability with UHF equipment. However, the radio telephone handset in the passenger cabin is not wired to receive signals from the VHF or UHF radio systems. Thus, to provide passengers continuous capability to communicate with ground facilities, during periods when HF radio propagation is poor, I recommend that the radio telephone handset be modified to receive signals from all three (3) communications radios (VHF UHF HF).

3. On the subject of my qualifications in other types of aircraft, the Vice President again voiced his frequently repeated comment that it would be desirable if I were qualified to fly as his aircraft commander in the other types of airplanes on which he travels. Considering that he rarely flies in anything except jet aircraft and that currency and proficiency would be difficult to maintain simultaneously in more than two (2) airplanes, I would suggest that my being qualified as aircraft commander in the VC-137 and VC-110 would conform to his wishes.

4. I recommend earliest consideration of the comments enumerated here. Hence any configuration changes generated can be accomplished on undelivered airframes by the airplane manufacturer prior to final delivery.

JAMES U. CROSS
Major, USAF

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THE JOINT CHIEFS OF STAFF
Washington 25, D. C.

THE JOINT STAFF

J3M-506-62
3 May 1962

MEMORANDUM FOR: Army, Navy and Air Force
Aides to the President
Army, Navy and Air Force
Aides to the Vice President

Subject: Special Military Security Arrangements
for Presidential and Vice Presidential
Trips

1. The Director for Operations of the Joint Staff has been designated as the primary point of contact in the Department of Defense on matters for special military security arrangements pertaining to Presidential or Vice Presidential trips outside the continental limits of the United States.

2. The attached memorandum on this subject is submitted for your information.

FOR THE DIRECTOR FOR OPERATIONS:

A. Camarena
A. CAMARENA
Lt. Colonel, USAF
Secretary

Encl:
SM-467-62

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5200.10

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Authority JCS/IA 11/10/96
By mmg, NARS, Date 6/14/97

THE JOINT CHIEFS OF STAFF
Washington 25, D. C.

SM-467-62
24 April 1962

MEMORANDUM FOR: Chief of Staff, US Army
Chief of Naval Operations
Chief of Staff, US Air Force
Commandant of the Marine Corps
Commander in Chief, Alaska
Commander in Chief, Atlantic
Commander in Chief, Caribbean
Commander in Chief, Continental Air Defense
Command
US Commander in Chief, Europe
Commander in Chief, Pacific
Commander in Chief, US Strike Command
Commander in Chief, US Naval Forces,
Eastern Atlantic and Mediterranean
Commander in Chief, Strategic Air Command

Subject: Responsibilities of the Joint Chiefs of Staff
for Providing Special Military Security in
Conjunction with Presidential and Vice
Presidential Trips (U)

1. When the President or Vice President chooses to travel to or near areas where the political situation is unstable, the security problem will sometimes transcend the capabilities of the Secret Service and hence require that special military security arrangements be made.

2. To insure the maintenance of proper procedures the Director for Operations of the Joint Staff is designated the primary point of contact in the Department of Defense on matters for special military security arrangements pertaining to Presidential or Vice Presidential trips outside the continental limits of the United States.

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3. On occasion, calls of an exploratory nature concerning a tentative or projected Presidential or Vice Presidential trip are made from the White House Staff or the Vice President's Staff directly to a Military Service or a unified or specified command. It is requested that the Director for Operations of the Joint Staff be notified as soon as possible of such communications in order to facilitate early review of the existing political-military situation by the Joint Chiefs of Staff.

4. For those Presidential or Vice Presidential trips which may require special military security arrangements, the Joint Chiefs of Staff will establish and maintain early liaison with appropriate addressees for special military security aspects of the trip, and issue the necessary instructions to the commanders of unified and specified commands.

5. It is further requested that addressees provide the Operations Directorate of the Joint Staff with the official designation of a primary point of contact for special military security matters concerning Presidential or Vice Presidential trips.

For the Joint Chiefs of Staff:


F. J. BLOUIN
RADM, USN
Secretary

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