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15. BENTHAM was then fully briefed on developments and HOODINE gave certain operational information of a sensitive nature from subject to BENTHAM. After necessary analysis and discussion the following decisions were reached:

- a. We would endeavor to remove the family out of Frankfurt by commercial aircraft that day, i.e., Sunday, 17 December.
- b. In the absence of the ability to accomplish this, we would endeavor to remove them on an Air Force Medical Evacuation Flight on Monday, 18 December.
- c. Joseph Q. KLEBACH (Chief, COS/KURIOT) was contacted by phone from BENTHAM's residence and said he believed that his people could affix in the subject's passports a Federal Republic entry stamp. This was considered necessary in order to prevent embarrassing questions by German Immigration Authorities on Sunday when the family would depart by commercial air. The family had entered the Federal Republic "black" and accordingly there was no entry permit in their Soviet Diplomatic passports.
- d. We would return LAPOLLA and HOODINE to the safe-house and I would also send out one enlisted guard with sidearm.

16. A cable to Headquarters was drafted on the basis of all this information and everyone departed the BENTHAM residence for their respective missions. I proceeded to the Signal Center and released the drafted cable.

17. I arrived back at my quarters about 0330 hours. At about 0410 hours I received a call from KLEBACH, wanting to get in touch with LAPOLLA on matters pertaining to the documentation work he was trying to accomplish. I gave him the telephone number of the Eschborn safe-house. It turned out that the cold weather had affected telephone communications to Eschborn and the phone was dead. KLEBACH then went on to Eschborn and discussed his problem with LAPOLLA and HOODINE. I am informed, but as yet do not know the technical reason why, that KURIOT could not put in the subject's passport the required German entry stamp. It was decided at the meeting at the Eschborn safe-house that KURIOT would try to make and have ready by the next morning Austrian passports for subject and his family.

18. At about 0600 hours I received a call from the Signal Center Watch Officer informing me that Headquarters "approved your plan." I immediately tried to contact the Eschborn safe-house by phone but to no avail. Around 0630 I contacted KLEBACH at the KURIOT installation and was then informed by him of his earlier visit to Eschborn around 0400. He told me during his phone conversation that LAPOLLA was going to get up about 0700 hours. I surmised that LAPOLLA would proceed immediately to the office and then did so myself.

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19. LAPOLLA arrived at the office sometime shortly after 0800. We then discussed what our possibilities were, based on the situation as we then saw it. We had no guarantee that the Qualifying passports would be finished by AURLOT in time to be used by an early afternoon United States flag commercial jet. We discussed again, as we had the previous evening, contacting Mr. William Naylor, the Pan American Senior Officer in Germany and a cleared and witting contact, as to whether or not he could arrange to board passengers without going through German Immigration, i.e., Passport Control. The question of the availability of seats was also involved. LAPOLLA suggested that we phone Naylor in his residence in Bad Homburg and explain to him we had a matter of serious urgency and ask him to come immediately to the I.G. Farben Building and discuss the matter with us. The phone call was made and Naylor agreed to do this. LAPOLLA then contacted the MATS Office at Rhein/Main to ascertain if MATS had any commercial jets chartered for departure that day. He discovered that they had no commercial jet chartered flights that day but at midnight on Sunday they were dispatching a C-135 configured to carry 66 passengers. He was further informed that 36 of these seats had been given to the Air Force and 30 to the Army to be used only by single military personnel departing to the States on Christmas leave. No families could be sent on the flight. Inasmuch as a C-135 is the military cargo version of a Boeing 707, LAPOLLA and myself discussed seriously the advisability of endeavoring to get military authority to fly this family out. We decided against such course of action for several reasons. We anticipated that there would be too much conversation among the single military personnel aboard the flight when they observed five civilians, three of whom were obviously a family, flying on the same plane. The fact that the six-year-old daughter spoke no English also contributed to the adverse situation we anticipated. Secondly, subject and family had already been aboard one cargo type aircraft and were reported by BOODINE to have made a series of uncomplimentary remarks of the type transportation that they were being afforded.

20. Naylor arrived at the office at about 1000 hours and was made generally aware of our problem. He was informed that the principal traveler involved was a defecting Russian diplomat, plus wife and child, and that we were under obligation to expeditiously and securely return them to the United States by jet aircraft. He was further informed that we lacked the proper documentation to board them on the commercial aircraft through normal clearance procedures and we had no guarantee that we would have the documentation by flight departure time of FAA No. 73 at 1315 hours. We then asked him what he considered to be the possibilities of working out a procedure to board the party "black" and to prevent any divulgence of their existence to the German Immigration Authorities. After considerable discussion it appeared that there

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existed a very good possibility to get the passengers aboard the aircraft and successfully circumvent German passport controls. Naylor contacted his own assistant and the PAA Operations Officer assigned to Rhein/Main, both of whom are United States citizens, and asked that they proceed to the airport and stand by to assist him in the handling of some very important personages who were departing on PAA No. 73. He then ascertained that only three first class seats were available on this flight. He told his assistant to seat two passengers in the aircraft lounge and he would accept full responsibility for it. This is somewhat touchy in the airlines business as lounge seats have no safety belts. He also knew additional first class seats were available out of London.

21. In the meantime, KLEWICK and one of his men working on the documentation had returned to Eschborn to take pictures of subject and his family that would be necessary for the Austrian passports. The best reading we could get from the KURIOT people working on the documents was that they would not be ready on time. Inasmuch as decisions had been made, we decided to set the wheels in motion and started the family to the airport. LAPOLLA accordingly took off for Eschborn and a plan was agreed upon where he would arrive with the family in front of the Rhein/Main Departure Building at 1230 hours. Naylor would be standing by the entrance and take the family via a circuitous airport building route to the PAA Operations Office which is located on the second floor of the building beyond Passport Control. Naylor departed at about the same time as LAPOLLA and went directly to the airport.

22. Earlier in the morning I had asked BENTHAM if he could effect arrangements at the Consulate to have a Visa Officer standing by to put United States visitors' visas for subject's family in the Austrian passports. BENTHAM accomplished this and, at Naylor's suggestion, we asked if the Consulate Officer could go to the PAA Operations Office at Rhein/Main and stand by there to accomplish his visa work. By so doing we could save approximately 30 minutes time. I contacted Mr. Rollie White of the Consulate office and he agreed to meet us at the airport at 1245 hours.

23. I next phoned BENTHAM and made him aware of our situation. It did not look as if we would have any usable documentation to pass the family and would have to take the chance of circumventing the Passport Control. Our principal concern was that a German Immigration Officer would be standing by the aircraft departure area and would ask to see subject's passport. We could not get subject's family aboard the regular bus that goes from the departure building to the aircraft because there was no way we could get them to the bus loading area without going through Passport Control. BENTHAM asked how we evaluated an ability to withdraw gracefully at plane side if challenged by German

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to insult anybody. I asked the Captain if there was a purser or a male attendant assigned to the first-class section. He stated on this particular flight all cabin service personnel were female. He stated, however, that another PAA Captain was flying dead-head on the trip, was a big burly sort of fellow, and if need be, could spend most of the trip in the lounge to watch the correspondent. IDENTITY A expressed grave reservation about now going forward with the trip because of the correspondent. It was my opinion, however, that between IDENTITY A, RODDIE, and the extra PAA Captain that if the correspondent again got obnoxious they could sufficiently cope with him. The regular Captain left the definite impression with me that the correspondent was sufficiently drunk, that he would either soon pass out or in any event would not represent a threat to subject's making the trip. It was, therefore, decided that the trip would proceed. IDENTITY A informed the Captain that he was a United States Government representative escorting a family aboard the plane and requested the Captain to keep the door of the flight deck locked from the inside during the length of the trip. To this the Captain agreed.

28. Subject's party, accompanied by Naylor and the PAA Operations Officer departed the office at 1325 hours, entered a PAA crew bus, drove immediately to the first-class ramp and successfully boarded the aircraft. At about 1335 KLEBACH arrived with subject's two original Russian passports. These were then put in a brown manila envelope and one of Naylor's United States citizen employees was asked to proceed immediately to the aircraft and give these to RODDIE.

29. At about 1300 hours we had phoned to KIRIOT and told Ralph G. MASSBROCK that he had another thirty minutes to get the **Austrian** passports to the airport because of the aircraft's delayed departure. The **Austrian** passports arrived at approximately 1345 hours. Nellie White immediately started to enter in those passports the United States visitor's visas. At approximately 1355 the PAA Ground Crew Chief notified PAA Operations that Flight No. 73 was mechanically cleared for departure and completely loaded. At that time a PAA representative started to run from the Departure Building to the plane with a little piece of luggage. Naylor was coming back from the plane in the crew bus. He intercepted the PAA employee and took the bag and drove it back to the plane. He later told us he opened the bag, one of the flight bag variety, and on his own initiative examined the contents. It contained items of apparel used by ladies that will not be further identified.

30. At 1400 the Ground Crew Chief stated again the plane was ready for departure and asked why the plane was being held up. It was being held up because White had not finished all the entries on the passports. However, the PAA Operations Officer informed the Ground Crew Chief that

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the weight of the loaded plane had been questioned and they were recomputing total weight. At about 1405 the **Austrian** passports with United States visas were carried in a brown envelope by a FAA United States citizen employee and given to RODINE. The plane was then cleared for departure and rolled out at 1414 hours.

34. The only other information known at the time of this writing is that the aircraft was diverted to Bermuda because of bad weather conditions in New York. Maylor telephoned me that information about 1040 hours on Monday morning, 18 December.

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