

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE

Washington 25, D. C.

Supply and Logistics

December 5, 1956

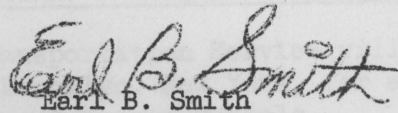
MEMORANDUM FOR THE RECORD

SUBJECT: DOD Participation in Movement of Hungarian Refugees to the United States

Attached hereto is a Memorandum of Understanding Concerning the Movement of Hungarian Refugees to the United States. This Memorandum is based on discussions held in the Office of the Deputy Secretary of Defense on December 4, 1956, and subsequent discussions with the Coordinator for Hungarian Refugee Relief and other interested agencies.

The following persons were present for the discussions held in the Office of the Deputy Secretary of Defense on December 4, 1956:

Hon. Reuben B. Robertson, Deputy Secretary of Defense
Mr. Tracy S. Voorhees, Coordinator for Hungarian Refugee Relief
Hon. J. H. Douglas, Under Secretary of the Air Force
Hon. H. M. Milton, II, Assistant Secretary of the Army
Vice Admiral H. G. Hopwood, OpNav
Major General G. A. Blake, AFODC
Mr. Earl B. Smith, OASD (S&L)
Brig. General J. S. Guthrie, OASD (ISA)
Mr. C. G. Ellington, Jr., Special Assistant to Deputy SecDef
Lt. Col. E. H. deSaussure, Military Assistant to Deputy SecDef
Mr. R. M. Kenney, Jr., OASD (S&L)


Earl B. Smith

Director for Transportation
and Petroleum Logistics

1 Inclosure

Memo of Understanding Concerning
the Movement of Hungarian Refugees
to the United States

MEMORANDUM OF UNDERSTANDING CONCERNING THE MOVEMENT OF HUNGARIAN REFUGEES TO
THE UNITED STATES

I. GENERAL

The Inter-Governmental Committee on European Migration (ICEM) has contracted or will contract for the movement of 6,500 1/ Hungarian refugees to the United States. This Committee reportedly has the capability of arranging transportation for the remainder of the refugees who will be permitted to enter the United States. However, the government desires that the resources of the Department of Defense be also utilized, in the interests of humanitarian endeavor, to move refugees other than those included in the above figure.

II. FINANCIAL

The mission assigned to the Department of Defense will be carried out on a reimburseable basis, i.e., necessary out-of-pocket costs will be financed with other than Department of Defense funds.

III. TRANSPORTATION FROM AUSTRIA TO THE WATER AND AERIAL PORTS OF EMBARKATION

The ICEM will be responsible for arranging transportation (surface or air) from the points of origin in Austria to Bremerhaven, Germany, for those refugees traveling by vessel and to Munich-Rhimes Airport, Munich, Germany, for those moving by air.

The rate of flow of refugees will be determined by the Military Sea Transportation Service in coordination with ICEM for ocean travel and by the Military Air Transport Service in coordination with ICEM for air travel, with consideration at all times to the ability of Camp Kilmer to handle.

IV. TRANSPORTATION BY THE MILITARY SEA TRANSPORTATION SERVICE

The Military Sea Transportation Service will provide ocean lift from Bremerhaven to Brooklyn, New York, for approximately 5,300 2/ refugees in three C-4 type vessels.

1/ This figure increased from 5,000 by Mr. Voorhees since time of meeting.

2/ Reduced from 7,000 to permit loading of vessels in accordance with instructions issued by General Swing.

The first vessel will arrive Bremerhaven, Germany, on or about December 18, 1956, to be followed by another vessel on or about December 23, and one on or about December 29.

At Bremerhaven ships will be used for staging purposes to the maximum feasible extent.

Such processing as can be effected enroute will be carried out per agreement between the Commander Military Sea Transportation Service and the appropriate agencies of the United States government.

Such medical service over and above that normally provided by MSTs as may be required during the voyages will be provided or arranged for by the appropriate government agency.

Action will be taken by the appropriate agencies in coordination with the MSTs to move refugees into Bremerhaven on such a basis as to not require vessels to be in port longer than three days.

To the extent it is required, the Department of the Army will augment vessel staging facilities.

V. TRANSPORTATION BY THE MILITARY AIR TRANSPORT SERVICE

The Military Air Transport Service will provide or arrange for the movement of approximately 9,700 3/ refugees between Munich-Rhimes Airport, Munich, Germany, 4/ and McGuire Air Force Base, New Jersey, at the rate of about 500 per day, beginning on a date to be specified by the responsible agency.

Airlift will be provided primarily in government-owned aircraft. However, contractual airlift may be utilized by the Commander Military Air Transport Service as required for efficient and economical operations and as required by operational considerations.

VI. TRANSPORTATION WITHIN THE UNITED STATES FROM THE WATER OR AERIAL PORTS OF DEBARKATION

The Department of the Army will provide for such transportation as is required from the water and aerial ports of debarkation to Camp Kilmer, New Jersey.

3/ Increased from 9,500 because of limitation on berthing ocean passengers.

4/ Changed from Rhein Main Airport, Frankfurt, Germany, per instructions from Mr. Voorhees - Air Force agrees provided authority to use Munich-Rhimes Airport is secured.

VII. HOUSING, SUBSISTENCE AND OTHER SERVICES WITHIN THE UNITED STATES

The Department of the Army will provide for the housing, feeding, and such other care as is appropriate for the refugees at Camp Kilmer, New Jersey.

It is expected that the appropriate government agencies will maintain close liaison with the Department of the Army and effect such coordination as is required to assure the success, efficiency, and economy of the Army's mission.

VIII. PUBLICITY

The release of information to the public concerning Department of Defense participation in this program will be in accordance with policies agreed upon by the Assistant Secretary of Defense (I&PA) and the Coordinator for Hungarian Refugee Relief.

IX. POINT OF CONTACT

The Director for Transportation and Petroleum Logistics, Office of the Assistant Secretary of Defense (Supply and Logistics), will serve as the Department of Defense point of contact on matters regarding this subject.

The Navy's Military Sea Transportation Service (MSTS) has been directed to prepare and sail three Navy transport ships to Bremerhaven, Germany, to be on berth for loading Hungarian refugees on 18, 23 and 29 December. These ships are manned by civilian marine employees of the Navy. Each ship is to carry up to 250 women and children in the cabin spaces and 1500 men in the troop compartments. The ships could carry considerably more people, but the intent is to prevent crowding. Each ship will have an increased medical staff, including two doctors and two nurses and a military department under the command of a naval officer. Two Navy enlisted interpreters are being assigned to each ship by the Bureau of Naval Personnel.

The initial arrangements for choosing the passengers to be carried in these ships and preparing the billeting plans, will be coordinated by an MSTS representative in Austria with representatives with the Immigration Service and the Intergovernmental Committee for European Migration (ICEM). The "package" passenger groups will then go by train to Bremerhaven for loading directly aboard ship. The ships will remain in port an estimated two or three days to await arrival of the full shiploads by several trains.

The return voyage to New York normally takes 10 days. The refugees are to be "processed" by Immigration Service and Labor Department representatives enroute so that immigration papers and job classifications may be completed upon arrival in New York. Also, there will be Red Cross representatives on board to assist in meeting the passengers needs for necessities and comfort. The first ship, General Leroy Eltinge, is to leave New York 8 December, but may leave the evening of 7 December, if ready. The other ships are General W. G. Haan and Marine Carp, scheduled to leave on 13 and 19 December respectively.

The General Eltinge will arrive in New York with the first load of refugees about 30 December assuming it takes two days to load at Bremerhaven. The Commander Military Sea Transportation Service (COMSTS) is Vice Admiral John M. Will, USN, with headquarters in Washington. The three ships involved are under the command of Rear Admiral Redfield Mason, Commander Military Sea Transportation Service, Atlantic Area, with headquarters in Brooklyn, New York.

MEMORANDUM

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
Legislative and Public Affairs

December 6, 1956

MEMO TO: Mr. Harry Carter
Assistant to Mr. Voorhees
The White House

For your information, herewith is account in general of the briefing given the press by the DOD, Air Force and Navy, on the Hungarian refugee airlift. Secretary Ross thought that Mr. Voorhees would like to have this in case he is queried concerning the briefings.

PKA

Philip K. Allen
Deputy for Public Affairs

Operation SAFE HAVEN (AF code name)

AF

File
Airlift

Under a program announced by the President, the Defense Department will begin immediately transporting some 15,000 Hungarian refugees from Vienna to the United States.

Approximately 5,000 will be transported by Navy transports (actually 5,300).

The remainder, 9,700, will be air lifted by the United States Air Force. This airlift will be handled by MATS with the probable inclusion of some contract carriers. Task Force commander for this MATS operation will be Brig. Gen. George Dany, commander of the 1611th Air Transport Wing of MATS Atlantic Div. Any commercial transports used will be by MATS contract and under MATS operational supervision. General Dany left McGuire AFB at 1600 today for Germany.

The Air Force will use two types of a/c in the airlift operation, C-118s, (and Navy R6Ds) or DC-6s and C-121s or Constellations. The C118 has a capacity of 58 persons and the C-121 of 72 persons. More C-118s will be used.

~~Approximately~~ The airlift, starting with probably 100 a day will build up to at least 500 daily within four days. Approximately eight planes a day will be required for the lift, ^{Munich - Rome (Regular MATS route)} which will mean some 20 daily in the round-trip pipeline.

The airlift requires no special effort by MATS inasmuch as their planes (some @ 125 to 150 in the Atlantic Division) are always in use. It will mean using some of the heavy cargo lift planes of TAC to ~~handle~~ handle some of the cargo runs MATS normally would have handled instead of ~~the~~ Safe Haven. That is, MATS handles both passengers and cargo. Some of the cargo planes ~~which~~ have seats installed and go into Safe Haven. TAC will take over the cargo runs (probably to North Africa) which these planes would have handled.

This will mean no appreciable relaxation of TACs readiness attitude because any planes involved could be quickly recalled--although it will mean a little.

The Air Force hopes to complete the lift by Christmas and might go over the 500-daily mark to accomplish this. This, of course, depends on whether the ICEM can furnish the refugees that fast.

Note: Correspondents covering this airlift will leave MATS terminal at Washington National at 1200 Friday (must report at 1100) and go to McGuire. They will leave McGuire by C-118 at 1600 for Harmon, Prestwick and Rhine Main, arriving at 1720 local Saturday.

Correspondents will return on space available basis in such a manner as not to interfere with the air-lift.

224/Vorhees

INCOMING TELEGRAM

Department of State

37 H

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Action

Control: 10226

O

Rec'd: DECEMBER 8, 1956

Info

11:06 A.M.

RMR

FROM: VIENNA

TO: Secretary of State

SS

NO: 2131, DECEMBER 16, 11 A.M.

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REFERENCE DEPTTEL 2689.

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PASS VORHEES.

OLI

AFTER CONFERENCE GENERAL DANNEY AND ICEM HERE THIS MORNING WAS AGREED PRESENT SYSTEM OPERATING SATISFACTORILY AND NO LONGER NECESSARY DIVERT MATS COMMERCIAL FLIGHTS TO VIENNA.

OCB

USIA

CIA

OSD

ARMY

NAVY

AIR

THOMPSON

DCL

CES

ICA

No reply

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INCOMING TELEGRAM

Department of State

*W.H. File
(voorhees)*

38-B

UNCLASSIFIED

Action

Control:

5248

Rec'd:

DECEMBER 8, 1956

10:30 AM

ORM

FROM: VIENNA

Info

TO: Secretary of State

RMR

NO: 1991, DECEMBER 8

SS

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P

PASS TO VOORHEES FROM THOMPSON

UOP

UNDERSTAND MATS AIRLIFT NOW PLANNED FROM MUNICH AS FOLLOWS:

SCA

OLI

DEC 11 - 302

DEC 12 - 304

OCB

DEC 13 - 644

USIA

DEC 14 - 710

CIA

OSD

DEC 15 AND 16 EACH - 716

ARMY

DEC 17 THROUGH 22 DAILY - 744

AIR

DEC 23 AND 24 EACH - 767

DCL

DEC 25 AND 26 EACH - 727

ICA

ICEM PLANNING MEET THIS SCHEDULE BY RR OR BUS TRANSPORT REFUGEES TO MUNICH FROM SALZBURG AND VIENNA. FIRST SHIPMENT FROM CAMP ROEDER IN SALZBURG. ICEM ALSO PLANNING THREE TRAINS WITH 700 REFUGEES EACH TRAIN TO BREMERHAVEN TO MEET REPORTED MSTs SCHEDULE FOR FIRST SHIP ON DECEMBER 18. SIMILAR TRAINS FOR SHIPS ON DECEMBER 23 AND 29.

AM ALSO INFORMED AIR FORCE REPRESENTATIVE MEETING WITH ICEM IN GENEVA TOMORROW TO COMPLETE ARRANGEMENTS.

ASSUME FOREGOING SATISFACTORY TO YOU.

THOMPSON

DT

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**OUTGOING
TELEGRAM**

Department of State

INDICATE: ☐ COLLECT
☐ CHARGE TO

UNCLASSIFIED

W.A. (Voorhees)

04280

1956 DEC 8 PM 7 24

File DC/T

SENT TO: Amembassy VIENNA 2554 PRIORITY

57
Origin

SS

Info:

RMR

FOR AMBASSADOR FROM VOORHEES

Embtel 1991

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Air Force schedule is not rpt not satisfactory to me because we are not sure of ability to handle such numbers at this end. Scheduled airlift should remain in accordance with President Eisenhower's statement of December 6 that it would begin at a rate of 200 a day with the number progressively increasing by about 100 per day until it reaches 500 per day and continuing until lift is completed.

OCB
USIA
CIA
OSD
ARMY
AIR

I have reached by phone Major General Ernest Moore, Deputy Commander of MATS who has assured me he will modify MATS schedule accordingly.

DCL
ICA

Dist.
Desired

(Offices
Only)

DULLES

Drafted by:

S/S - Archer A. Blood

Telegraphic transmission and
classification approved by:

S/S Archer A. Blood

Clearances:

O - Mr. Porter

R-546-115

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INCOMING TELEGRAM

Department of State

W/d
(Voorhees)

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32

Action

Control:

5505

Rec'd:

December 9, 1956
9:26 a.m.

ORM

FROM: Vienna

Info

RMR

TO: Secretary of State

SS

NO: 2002, December 9, 2 p.m.

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SENT DEPARTMENT 2002; REPEATED INFORMATION MUNICH 31

UOP

O

PASS DEFENSE AND JUSTICE

SCA

FOR VOORHEES FROM SWING AND THOMPSON

CLI

MUNICH FOR GENERAL DANY

OCB

USIA

CIA

OSD

ARMY

NAVY

AIR

ICEM has arranged airlift 4,300 remaining visaed refugees by December 20. Assume you can handle these in addition MATS airlift as scheduled DEPTTEL 2554.

DCI

Would greatly facilitate operations here and avoid unnecessary lights by staging if commercial planes under airforce charter could fly direct US from Vienna.

THOMPSON

CWD:TJI/12

13.2
58
74

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12/15/56

MEMO. FOR RECORD:

Even if we could not handle them rapidly enough at Camp Kilmer, it was much better to get them to Kilmer than leaving them in Austria where the situation is desperate. Accordingly, answered this on the evening of December 14th to Mr. Tuck in Vienna by phone and this information was to be given to Ambassador Thompson.

TSV

[with draft telegram of December 12, 1956]

December 12, 1956

FROM TSV

Call Dwight Porter and as if he would send the following message for Mr. Voorhees:

FOR AMBASSADOR THOMPSON AND GENERAL SWING
AMEMBASSY
VIENNA AUSTRIA

REFERENCE CONTROL 5505, DECEMBER 9TH, WILL CHECK IN MEETING THURSDAY AFTERNOON TO MAKE SURE WHETHER ICM AIRLIFT OF 4,300 VISAED REFUGEES LEAVING BY DECEMBER 20TH CAN BE HANDLED IN ADDITION TO MATS SCHEDULED AIRLIFT AND WILL WIRE YOU IMMEDIATELY. IF PRESSURE TO MOVE THIS NUMBER OUT OF AUSTRIA IS VERY GREAT, ~~XXXXXX~~ I AM SURE CAMP KILMER CAN HANDLE THEM BUT MUST CHECK FURTHER AS TO WHETHER RESETTLEMENT ACTIVITIES CAN EVEN APPROXIMATELY KEEP PACE. NEW SUBJECT: LEARNED YESTERDAY OF YOUR DESIRE FOR COMMERCIAL PLANES UNDER AIR FORCE CHARTER TO FLY DIRECT FROM VIENNA. STATE AND DEFENSE BOTH CONCUR IN THIS AND I REQUESTED DEFENSE YESTERDAY TO DO THIS AND STATE (DWIGHT PORTER) TO INFORM YOU AT ONCE.

~~TRACY~~

TRACY S. VOORHEES

*File under
MATS AIRLIFT*

*copies mailed
Dec. 18, 1956*

December 12, 1956

MEMORANDUM FOR: Messrs. Earl B. Smith, Robert Macy, and
DeWitt Sage

From: Tracy S. Voorhees

SUBJECT: Hungarian Refugee Air and Sea Lift - *crossed*

This memorandum follows my phone talk with Mr. Smith and his "Memorandum for the Record" of December 5, and states my understanding of the situation.

The President has stated: "It is my desire that the program be carried out forthwith and without awaiting reimbursement for expenditures." He has further made a determination that the Department of Defense is to be reimbursed for additional costs to the extent agreed upon between it and the ICA with the approval of the Director of the Bureau of the Budget.

The determination of the amount of additional costs above normal expenditures of the Department of Defense which are necessary for the air-lift and sea-lift are not part of my responsibility. However, it is my responsibility to see to it that the action directed by the President proceeds forthwith and without waiting for the settlement of the financial details.

My understanding at the meeting with Secretary Robertson, Secretary Douglas and others on December 4th as to the air-lift was:

First, that there should be no further publicity of any kind relative to this, pending the expected announcement of it by the President.

Second, that I would seek to have the expenditures of the Services paid on a reimbursable basis for additional costs involved, (later Mr. Brundage personally approved this).

Third, that the air-lift would be by Air Force and Navy aircraft assigned to MATS to the maximum extent possible and that such aircraft would at least carry the "bulk" of the refugees.

Fourth, that, based upon Secretary Douglas's statement that the Air Force in its normal operations was already contracting for certain commercial aircraft, it might be more efficient to use commercial aircraft to some extent if this should be necessary for

efficiency, but that this would be the smaller part of the lift. Accordingly I arranged to have this fact stated in substance in the President's announcement of the air and sea lift made by him on December 6.

Fifth, that the Secretary of Defense was approving the withdrawal of certain troop carrier aircraft from the existing alert, and that these would be substituted on some regular MATS runs so that MATS DC-6's (of the U.S. Air Force and the U. S. Navy) could be released for the refugee air-lift, and that this would decrease the necessity for additional contract planes. I am not qualified to determine whether such contracting is necessary nor is this part of my job.

Because I believed that it might avoid difficulties later, I expressed to Mr. Brundage and Mr. Macy of the Bureau of the Budget, as well as to Mr. Hollister and Mr. DeWitt Sage of ICA, the desirability of reaching an early understanding as to the amount of the additional expenses and as part of this whether and to what extent additional contract planes are necessary for the refugee air-lift.

It was further agreed at the meeting on December 4th that the air-lift would start at the rate of 200 per day, be stepped up at the rate of 100 per day until it reached 500 per day, and remain at this rate until concluded, unless our capacity to deal with the refugees should necessitate a lower rate and that the number per day would be based on the ability of the voluntary agencies to resettle the refugees when they arrive here.

On December 6 Mr. Smith phoned me, and in the same conversation I also talked with Mr. Shannon, also of the Department of Defense. They said that they understood that I had stated to Mr. Macy that the Department of Defense definitely should not use any contract planes. I explained that what I had tried to say to Mr. Macy was that I thought it was the Bureau of the Budget's responsibility to be satisfied as to whether additional contract planes were necessary if they were going to be charged by the Department of Defense as a part of the additional expense; that this was not my responsibility; that I did not fully understand the reason for which it would be necessary to use additional contract planes other than those for which the Air Force was already contracting for as part of its regular budget expense, and that my question arose because it had been agreed as above stated that troop carriers were to be released from the alert to take the place of regular MATS planes.

I also said to Mr. Smith and Mr. Shannon in the above telephone conversation that the President had directed them to proceed without delay and without previous settlement of financial details; that I had not taken any action nor made any statement to Mr. Macy of the Bureau of the Budget to attempt to prohibit the Department of Defense from contracting for additional planes, but that I felt that before the Department of Defense is reimbursed for such additional contract planes, the Bureau of the Budget will have to be satisfied that this is necessary and is an additional expense above normal costs, and so properly chargeable to the air-lift.

Referring to Mr. Smith's Memorandum for the Record dated December 5 on the subject of the Department of Defense participation in the movement of Hungarian Refugees to the United States, certain modifications in this would be necessary if it is to accord with my understanding of the agreements reached at the meeting December 4. In general my understanding is as above set forth, but specifically it is as follows (with reference to the numbered paragraphs of Mr. Smith's memorandum:

II. FINANCIAL

I stated at the December 4 meeting that I had no authority to agree that the mission would be on a reimbursable basis, but I believe that it should be on such a basis, and that I would seek to have this approved. I later did so. This modification of Mr. Smith's memo is therefore now an academic matter.

IV. TRANSPORTATION BY THE MILITARY SEA TRANSPORTATION SERVICE

I did not understand whether C-4 or some other type vessels were being used. However, I am assured that the C-4s are suitable.

As to the sixth paragraph of IV: I could not agree that the vessels would not have to be in port longer than three days, but I did say that we would try to arrange the movement to Bremerhaven in such a way that the vessels would not have to be in port any longer than three days. It was stated by someone at the meeting that they could lay over longer if this should prove essential.

As to the seventh paragraph of IV, I do not recall that any plans were made that the Department of the Army would augment the vessel staging facilities, but it is fine for the Army to stand ready if it is necessary.

V. TRANSPORTATION BY THE MILITARY AIR TRANSPORT SERVICE

This states my understanding except that it omits the statement previously made herein that the Secretary of Defense would release troop carrier planes from the alert and and substitute these on the MATS regular runs, thereby freeing up MATS DC-6s for the refugee lift.

As to footnote 3 on page 2 of Mr. Smith's memo, the 9700 figure in paragraph V is a result of two changes occurring since the meeting: (1) that 1500 persons with regular visas would, pursuant to the State Department's desire, be moved by ICEM, and (2) that 2700 would be added to the airlift in order that there would be more space and comfort on the three ships for the refugees coming by ocean transportation.

VIII. PUBLICITY

It was agreed at the December 4th meeting that, pending the expected President's announcement, there would be no further information whatsoever given to the press by the Department of Defense or by any of the Services concerning the air and sea lift, and that all information which was thereafter issued to the press would be approved by the Assistant Secretary of Defense (Land PA). It was not agreed that the information would merely be in accordance with policies agreed upon by him, but that it would be subject to his approval. (Although Secretary Robertson personally directed at the meeting that no further publicity be issued, the Washington Post on December 5 carried practically a complete account of our meeting on December 4 with Secretary Robertson, including the statement that special precautions were taken at the Pentagon meeting to keep the plans confidential. This contravened Secretary Robertson's specific oral direction at the meeting barring such publicity. Further, on the radio on the morning of December 6 there was a statement that the Pentagon had said that the air-lift

would be smaller than previously planned.

Subject to the above reservations, Mr. Smith's memorandum correctly stated my understanding of the agreement reached at the meeting.

WKA/Voorhees

INCOMING TELEGRAM

Department of State

37 H

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Action

Control: 9726

EUR

Rec'd: DECEMBER 15, 1956
2:55 AM

Info

FROM: VIENNA

RMR

TO: Secretary of State

SS

NO: 2099, DECEMBER 14

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FOR TRACY VORHEES, WHITE HOUSE.

FROM TUCK/HARDIG.

AIRLIFTS MUNICH TUESDAY AND THURSDAY EXCELLENT PERFORMANCES
BY AIR FORCE BACKED BY WELL ORGANIZED ARMY STAGING BARRACKS,
WITH STEADY FLOW REFUGEES FROM CAMP ROEDER. PRESENT AT CEREMONY
TUES ARMY COMMANDER, GERMANY AND HIGH BAVARIAN OFFICIALS.
THURSDAY, AMB CONANT AND STAFF, AMB TITTMAN, ICEM DIRECTOR,
CONSUL GENERAL PAGE. CREDITABLE OPERATION EVERY RESPECT. SURVEY
PROGRESSING WITH MAXIMUM COOPERATION, INCLUDING CLARK USIA.

THOMPSON

JLN

OCB

USIA

CIA

OSD

ARMY

NAVY

AIR

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December 15, 1956

MEMORANDUM TO: Mr. Shanley

FROM: Tracy S. Voorhees

Referring to the telegram of December 14, 1956 from Congress-

man Millet Hand, most of the facts are set forth in the telegram which

the Department of Defense is today sending to Congressman Hand, a

copy of which is attached.

I regret that the overwhelming pressure under which I have

been working seven days a week, together with the fact that I started

without any staff, has prevented my keeping completely ~~by~~ abreast of

all mail and telegrams. I hope you will express this regret to

Congressman Hand.

The actual additional cost ~~to~~ of transportation is certainly

less than \$186. The figure for commercial transportation which the

Department of Defense gives me is the minimum commercial cost.

As to the Air Force regulation 75-15 we do not feel that
this extraordinary humanitarian emergency enterprise with the use

of MATS military planes is competing with any commercial business.

The same principal applies in the use, also ordered by the President,

of three Navy ocean transports. In the first place the use of these

already owned by the United States
military air and sea transports for this purpose involves a lower cost.

This is a very fine example to the world of the employment of our

Air Force and Navy ~~ships~~ planes and our Navy ships for a purpose

of the best humanitarian character. This is in many ways comparable

to their use in the Berlin air-lift in 1948 and 1949 which did much to

give the world proof ~~of~~ by action of the attitude and capability

of the United States in military equipment for forceful purposes giving

urgently needed help to persons placed.

December 17, 1956

MEMORANDUM FOR RECORD:

SUBJECT: Postponing Navy transport's time of sailing

Telephone conversation with Mr. Loy Henderson

Mr. Voorhees would like to put off the sailing for a week to 10 days. He will phone the Ambassador directly about this. Mr. Henderson to cable reply immediately.

December 17, 1956

MEMORANDUM FOR FILE:

GOVERNOR ADAMS

I spoke today with Governor Adams on the following matters:

- 1) Getting Msgr. Swanstrom as a speaker for Senator Thye.
- 2) Complaints of transportation by MATS and Congressman Bland's telegram. Governor Adams said to pay no attention to it.

Havel

File

C O P Y



OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE

WASHINGTON 25, D. C.

December 18, 1956

LEGISLATIVE AND PUBLIC AFFAIRS

optimum. Accordingly, the information which you indicated had been given to you that the cost would be approximately \$500.00 per person is in error.

Sincerely yours,

Dear Mr. Hand:

The Secretary of Defense has requested that I give you the following information which is in reference to your message concerning cost of the Airlift from Europe.

The Department of Defense was directed by the President to work out arrangements for the transportation for these refugees to the United States. This was done in consultation with the Department of State and with Tracy S. Vorhees, the President's representative, to assure coordination of the Hungarian Refugee Relief affairs, and the arrangements were personally approved by the President. Under this plan, all of the refugees being admitted with visas under the Refugee Relief Act are being transported by the Intergovernmental Committee for European Migration (ICEM). Further, the plan called for the transportation of all of the 15,000 coming in under the so-called parole provision of the Immigration and Nationality Act in the following manner:

Approximately 5300 by Navy transport and 9700 by airlift, the latter conducted by MATS.

Of the MATS airlift, the larger part are coming by U. S. Air Force and U. S. Navy planes assigned to MATS. The balance are being carried by commercial planes for which MATS is contracting. Military planes will carry about 6500 on 104 flights and commercial planes about 3200 on 46 flights.

Under the President's direction, the Department of Defense is to be reimbursed from funds available under Section 401 of the Mutual Security Act, as amended, for additional costs incurred and not otherwise provided for to the extent agreed upon between such agencies and ICA and approved by the Director of the Bureau of the Budget. The President expressed his desire that the program be carried out forthwith without waiting completion of arrangements for reimbursement.

The additional costs to the Department of Defense in using military planes have not yet been finalized, but they certainly will not be in excess of the cost of commercial transatlantic transportation which is about \$186.00 per person. Good accommodations were considered important and the above arrangements are believed to be

optimum. Accordingly, the information which you indicated had been given to you that the cost would be approximately \$500.00 per person is in error.

Sincerely yours,

/signed/

CARLTON R. ADAMS
Captain, USN
Director
Office of Legislative Liaison

Honorable T. Millet Hand

House of Representatives

December 22, 1956

Memorandum for Record

Harry Tyson Carter

This morning I was queried by a reporter from the Indianapolis News as to whether Tracy S. Voorhees had instructed the Air Force to air-lift Hungarian refugees despite the fact that this would mean that some 800 soldiers who would otherwise be home for Christmas would be stranded in Europe.

I replied that we had never heard of this, that the facts would have to come from the Air Force, but that I was confident that TSV neither gave such an instruction or knew that there was a possibility of such happening; to the contrary he had every reason to believe that the lift would not decrease regular MATS operations.

Acting Secretary of the Army Higgins called TSV re this a little later. TSV did not know of my conversation. In the course of their conversation TSV said that he would not be troubled if the air-lift of Hungarians were slowed down a little to carry some of the soldiers.

I phoned my conversation with the Indianapolis News as a message to be given to Acting Secretary Higgins. Subsequently, at the request of TSV I talked with Higgins and expressed TSV's concern if there were to be a proposal to defer the carrying of any such number.

The facts, later ascertained, were that the Hungarian air-lift had not interfered with the movement of troops. The backlog was due to bad weather. The backlog as of December 22 was lower than normal by 25%. (150 v. 200).

I gave this information to Louis Hiner, the Indianapolis News correspondent.

January 24, 1957

January 24, 1957

C-O-N-F-I-D-E-N-T-I-A-L

CONFIDENTIAL

MEMORANDUM FOR THE RECORD

Memorandum for the record (continued)

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At 1 p.m. on this date, Tracy S. Voorhees informed me that Governor Adams had told him the following with respect to the rate of transportation of Hungarian refugees in the near future:

That until the sailing of the USS WALKER (understood to be about February 6 from Bremerhaven) no contracts should be made with ICEM but that there should be continued the three (3) flights of military planes a week (these being without subcontracting on the part of MATS).

No decision was taken as to what the rate of entry would be after the sailing of the WALKER.

TSV indicated that Governor Adams had made the above decision on his own after talking to the Attorney General and the Secretary of State and discovering that the Secretary of State wanted to bring in as many as possible and the Attorney General as few as possible. TSV asked me to inform Messrs. Porter, Sage and Macy and General Collins of the above decision.

General Collins raised two points when I talked to him. First, that the Air Force had not yet laid on the third weekly flight; and second, that the agencies concerned at Kilmer would have to be notified as to the decrease in the number of arrivals from that previously anticipated since these agencies were beginning already to be over-staffed. I agreed with General Collins that he should see to it that the Air Force added the third flight as soon as possible since it seemed clear that both Governor Adams and TSV acted in the belief that there are already three (3) flights a week.

When I informed Mr. Sage, in addition to some general comments, he specifically raised the issue of keeping Camp Kilmer open with the remark that it would be excessively expensive if the refugee population fell below 1,000.

When I informed Mr. Macy, he raised the question as to whether the three flights a week contemplated were inclusive or exclusive of any relief regarding Yugoslavia. We agreed that the Yugoslav problem was probably not in Governor Adams' mind when he made the decision; I stated my conviction however that the decision was made on the basis of entry into the United States rather than the sources of the refugees themselves.

When I informed Mr. Porter, he raised two specific points: first, that the Yugoslavian situation was really explosive and that some offer by the United States was required; and second, that on the explicit authorization of Governor Adams, Mr. Henderson on last Friday had informed Ambassador Gruber that the United States would take out of Austria up to 200 a day and that the Ambassador had clearly understood that the figure would not be much below 200 a day.

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Memorandum for the record (continued)

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I informed TSV of my conversations and with respect to Mr. Porter's two points, TSV asked me to tell him that State should get something in writing, however informal, addressed either to TSV or Governor Adams, but in either case delivered to TSV. With respect to the conversation with Ambassador Gruber, it was TSV's opinion that the period between now and the sailing of the WALKER was so short, and the policy to be followed out after the sailing was so indefinite, that good faith would not require the Department of State to restate the position of the United States Government to the Ambassador.

HTC

Harry Tyson Carter

CONFIDENTIAL

February 19, 1957

PUBLIC RELATIONS EFFECT OF THE
U. S. AIR-SEALIFT OF HUNGARIAN REFUGEES

The following excerpts from a recent dispatch from the Public Affairs Officer in Bonn to USIA/Washington concerning the U. S. air- and sealift of Hungarian refugees are of possible interest.

"Judging from the tremendous publicity accorded Operation 'Safe Haven' in West Germany, the U. S. air- and sealift of Hungarian refugees to the United States has been one of the most effective weapons for exposing Communism and countering anti-American propaganda that USIS Germany has experienced in the last few years.

"Thousands of newspaper column inches have been devoted in this country to the plight of the unfortunate Hungarians and many thousands more to the American rescue 'lift,' which appeared as a spectacular feat in American organizational ability as well as a great gesture of humanitarianism."

The dispatch also included quotations on this subject from two German newspapers:

"Berliner Morgenpost (circulation 190,800): '... They (the refugees) were able to see with their own eyes how much effort the U. S. Air Force put into each flight and with what overwhelming friendliness the crew members tried to fulfill their every wish...' Abendzeitung, Munich (circulation 86,000): 'What the American Army, Air Force and Navy are doing for the refugees may perhaps only be compared to the Berlin airlift. This giant, smoothly operating organization was set up within a few days... Red tape is unheard of...' "

Also enclosed is a somewhat longer excerpt from a front page article in the Journal de Geneve of December 19, 1956.

Excerpt from Article Written from Munich by Swiss Correspondent
Appearing in Journal de Geneve on December 19, 1957

"In a continuing operation where the efficiency, the very keen sense of flexibility and improvisation of the American is demonstrated, the future passengers of MATS are counted, photographed, examined by a doctor, vaccinated, X-rayed, questioned by the police and the American Immigration and Naturalization Service. This is an inhuman enough procedure under ordinary conditions. Here, smiles and kindness reassure the impatient and dissatisfied. This "keep smiling" of the Americans that one hears of, has its virtues. Tranquility and inexhaustible good will--that is what one always finds in these people (Americans) working with the refugees. One cannot imagine a cold approach from these people. The man is not hidden behind his work... they (the refugees) are afraid to reveal their identity for fear of reprisals to those near them in Hungary. They wish to remain only numbers for the time being, for prudence's sake as well as convenience. However, they are not numbers for Lt. Col. Burns, Head of the Leopold Barracks Camp at Munich who sleeps but two hours a night during a week. With a broad smile and good humor, he makes a short speech to ALL the groups as they arrive, day and night. An interpreter translates, faces brighten.

"They are not numbers for the women of the American Red Cross, all volunteers. For hours, they distribute toilet articles, cigarettes to the adults, toys and tidbits to the children.

"They do not wear a fixed smile for everyone. They express a sympathy, a sensitivity, which overcomes all barriers of language and engenders gestures of friendship and deep gratitude..."

U.S. SETS MASSIVE SEA-AIR LIFT FOR HUNGARIAN REFUGEES (240)

AUGUSTA, DEC. 6 -- PRESIDENT EISENHOWER TODAY ANNOUNCED ARRANGEMENTS FOR A MASS SEA AND AIR-LIFT TO THE UNITED STATES OF THE ADDITIONAL 15,000 II 15,000 HUNGARIAN REFUGEES, WHOSE ADMISSION HE APPROVED ON DEC. 1 II DEC. 1.

THE ORIGINAL QUOTA OF 5,000 II 5,000 REFUGEES AND AN ADDITIONAL 1,500 II 1,500 WILL BE TRANSPORTED AS PREVIOUSLY ARRANGED BY THE INTERGOVERNMENTAL COMMITTEE FOR MIGRATION (ICEM).

ABOUT 5,000 II 5,000 REFUGEES WILL BE CARRIED BY THREE II THREE UNITED STATES NAVY TRANSPORTS WHICH, SUBJECT TO THE APPROVAL OF THE GERMAN GOVERNMENT, WILL SAIL FROM BREMERHAVEN FOR NEW YORK.

THE OTHER 10,000 II 10,000 REFUGEES WILL BE FLOWN TO THE UNITED STATES FROM MUNICH, ABOARD MATS PLANES, SUBJECT TO THE APPROVAL OF THE GERMAN GOVERNMENT.

THIS SHOULD MAKE POSSIBLE THAT BY THE FIRST OF THE YEAR OR SHORTLY THEREAFTER, 21,500 II 21,500 HUNGARIAN REFUGEES WOULD BE IN THE UNITED STATES.

WHITE HOUSE PRESS SECRETARY JAMES C. HAGERTY SAID THAT THE U.S. AIR FORCE IS READY TO START THIS AIR-LIFT WITHIN THE NEXT FEW DAYS AND ADDED "WE HOPE THAT WILL MEAN BEFORE THE END OF THIS WEEK."

HAGERTY SAID THAT THE COMBINED AIR AND SEA-LIFT TO BRING THE HUNGARIAN REFUGEES TO THE UNITED STATES "WILL BE THE LARGEST SUCH OPERATION IN PEACE-TIME HISTORY."

THE REFUGEES WILL ENTER THE UNITED STATES AT NEW YORK AND CAMP KILMER, NEW JERSEY, BECAUSE THE VOLUNTARY AGENCIES, THE AMERICAN RED CROSS AND GOVERNMENT AGENCIES CAN MORE EASILY PROCESS THE REFUGEES AT THESE PLACES.

THE REFUGEES THEN WILL GO TO VARIOUS PARTS OF THE COUNTRY WHERE JOB AND HOUSING ASSURANCES HAVE BEEN PROVIDED. ITEM

PC/JR/AL/CS QS 136P

TEXT OF WHITE HOUSE ANNOUNCEMENT ON REFUGEE SEA-AIR-LIFT (650)

AUGUSTA, DEC. 6 -- FOLLOWING IS THE TEXT OF THE WHITE HOUSE STATEMENT TODAY ANNOUNCING PLANS FOR A MASSIVE SEA AND AIR-LIFT OF HUNGARIAN REFUGEES INTO THE UNITED STATES:

THE PRESIDENT ANNOUNCED TODAY ARRANGEMENTS FOR THE TRANSPORTATION TO THE UNITED STATES OF THE LARGE ADDITIONAL QUOTA OF REFUGEES FROM HUNGARY, WHOSE ADMISSION HE HAD APPROVED ON DEC. 1 II DEC. 1. THE PRESIDENT IN HIS STATEMENT OF DEC. 1ST SAID THAT HE HAD DIRECTED THE SECRETARY OF DEFENSE TO WORK OUT ARRANGEMENTS FOR THE TRANSPORTATION OF THESE REFUGEES TO THE UNITED STATES.

THESE ARRANGEMENTS HAVE NOW BEEN MADE. THEY PROVIDE FOR THE MOVEMENT OF THE REFUGEES TO THE UNITED STATES WITH THE UTMOST POSSIBLE SPEED.

TO THIS END, THERE WILL BE BOTH AN AIR-LIFT AND A SEA-LIFT.

THE BULK OF THE AIR-LIFT WILL BE BY UNITED STATES AIR FORCE AND UNITED STATES NAVY AIRCRAFT THROUGH THE MILITARY AIR TRANSPORTATION SERVICE (MATS).

THE OCEAN-LIFT WILL BE BY UNITED STATES NAVY TRANSPORTS, THROUGH THE MILITARY SEA TRANSPORTATION SERVICE (MSTS).

TRANSPORTATION FOR THE ORIGINAL QUOTA OF 5,000 II 5,000 REFUGEES HAS PREVIOUSLY BEEN ARRANGED BY THE INTERGOVERNMENTAL COMMITTEE ON EUROPEAN MIGRATION (ICEM). THIS WILL CONTINUE AS ALREADY SCHEDULED. THE PRESIDENT IS ALSO REQUESTING THE COMMITTEE TO ARRANGE FOR SIMILAR TRANSPORTATION FROM AUSTRIA TO THE UNITED STATES OF THE ADDITIONAL 1,500 II 1,500 REFUGEES WHO WILL COME IN UNDER THE REFUGEE RELIEF ACT.

THE DEPARTMENT OF DEFENSE WILL HAVE THE FULL RESPONSIBILITY FOR THE TRANSPORTATION FROM EUROPE TO THE UNITED STATES OF THE REMAINING 15,000 II 15,000 REFUGEES. THESE ARE COMING IN UNDER THE IMMIGRATION AND NATIONALITY ACT--THE SO-CALLED PAROLE PROVISION.

THE OCEAN TRANSPORTATION WILL BE SUPPLIED BY THREE UNITED STATES NAVY TRANSPORTS WHICH, SUBJECT TO THE APPROVAL OF THE GERMAN GOVERNMENT, WILL SAIL FROM BREMERHAVEN, GERMANY, FOR NEW YORK. THE FIRST OF THESE WILL ARRIVE AT THE PORT OF EMBARKATION ABOUT DEC. 18 II DEC. 18 AND WILL SAIL BETWEEN THEN AND DEC. 21 II DEC. 21. THE SECOND WILL SAIL ABOUT A WEEK LATER, AND THE THIRD THE NEXT WEEK.

THE BALANCE OF THE 15,000 WILL BE AIR-LIFTED. IN ORDER TO SPEED THE REFUGEES TO THIS COUNTRY, THE MILITARY AIR TRANSPORTATION SERVICE WILL BE AUTHORIZED, IN ADDITION TO THE AIR-LIFT BY AIRCRAFT OF THE UNITED STATES AIR FORCE AND THE UNITED STATES NAVY, TO MAKE CONTRACTS WITH PRIVATE COMPANIES FOR ADDITIONAL FLIGHTS.

ALL FLIGHTS BY UNITED STATES MILITARY PLANES WILL, SUBJECT TO THE APPROVAL OF THE GERMAN GOVERNMENT, TAKE OFF FROM MUNICH, GERMANY. THEY WILL BRING THE REFUGEES TO MCGUIRE II MCGUIRE AIR FORCE BASE IN NEW JERSEY. FROM THERE, THE REFUGEES WILL BE TAKEN FOR TEMPORARY STAGING TO CAMP KILMER, THE FACILITIES OF WHICH ARE ADEQUATE EVEN FOR THESE VERY LARGE NUMBERS.

THE PRESIDENT HAS REQUESTED THE INTERGOVERNMENTAL COMMITTEE ON EUROPEAN MIGRATION TO MAKE THE ARRANGEMENTS FOR NECESSARY TRANSPORTATION FROM AUSTRIA TO BREMERHAVEN FOR THOSE COMING BY OCEAN TRANSPORT AND TO MUNICH FOR THOSE TO BE AIR-LIFTED.

IN ORDER TO DO ALL POSSIBLE FOR THE COMFORT AND CARE OF THESE HOMELESS PERSONS TO WHOM THE UNITED STATES IS GIVING ASYLUM, THE AMERICAN NATIONAL RED CROSS WILL SUPPLY A TEAM OF WORKERS TO ASSIST THE REFUGEES AT THE MUNICH AIRPORT, AS WELL AS A TEAM ON EACH OF THE OCEAN TRANSPORTS. THESE WORKERS WILL BE FLOWN TO EUROPE BY THE MILITARY AIR TRANSPORTATION SERVICE.

THE AIR-LIFT WILL BEGIN WITHIN THE NEXT FEW DAYS AT THE RATE OF 200 II 200 A DAY. THE NUMBER WILL BE PROGRESSIVELY INCREASED BY ABOUT 100 II 100 A DAY UNTIL IT REACHES 500 II 500 A DAY. THIS SHOULD MAKE POSSIBLE THE MOVEMENT OUT OF AUSTRIA OF MOST OF THE REFUGEES WHO ARE COMING BY AIR BY ABOUT THE END OF THE YEAR OR SHORTLY THEREAFTER.

IMMEDIATELY AFTER CONGRESS CONVENES, THE PRESIDENT WILL SEEK THE NECESSARY LEGISLATION TO PERMIT THE REFUGEES ADMITTED UNDER THE PAROLE PROVISION TO REMAIN PERMANENTLY IN THE UNITED STATES. SUCH PROPOSED LEGISLATION WILL ALSO PROVIDE AN OPPORTUNITY FOR AT LEAST SOME OF THE HUNGARIAN REFUGEES WHO HAVE BEEN GIVEN TEMPORARY ASYLUM IN OTHER COUNTRIES TO APPLY FOR ADMISSION TO THE UNITED STATES FOR PERMANENT RESIDENCE. ITEM

PC/JR/AL QS 150P

REFUGEE AIRLIFT 'GREATEST SYMBOL OF MAN'S HUMANITY; SAYS N.Y. TIMES (330)

NEW YORK DEC 6--THE AIRLIFT OF HUNGARIAN REFUGEES TO AMERICA COULD BECOME ONE OF THE GREATEST SYMBOLS OF MAN'S HUMANITY TO MAN, THE NEW YORK TIMES SAID TODAY.

THE TIMES CALLED FOR PLANNING AND IMAGINATION IN HANDLING 21,500 II 21,500 REFUGEES THAT PRESIDENT EISENHOWER HAS SAID HE WANTS BROUGHT TO THIS COUNTRY RAPIDLY. THE PAPER SUGGESTS THE REFUGEES BE FLOWN DIRECTLY TO THE MANY CITIES IN AMERICA "TO WHICH THEY MIGHT BE TRANSPORTED WITH A MINIMUM OF HARDSHIP AND A MAXIMUM OF WELCOME WHICH ARE DUE A HEROIC PEOPLE WHO STOOD AGAINST GUNS AND FOUGHT FOR THEIR FREEDOM."

THE TIMES EDITORIAL SAID FURTHER:

"THERE ARE A SCORE OF CITIES AND COMMUNITIES NORTH, WEST, SOUTH, AS WELL AS EAST, WHICH ARE EAGER FOR THESE NEWCOMERS, WHO IN ADDITION TO BEING HEROES ARE ALSO SKILLED WORKERS, FARMERS, INTELLECTUALS, STUDENTS.

"PEORIA, ILL., HAS ASKED FOR A PLANE LOAD. THERE HAVE BEEN SYMPATHY DEMONSTRATIONS IN OHIO AND OTHER STATES THAT HAVE HUNGARIAN COMMUNITIES. THE CITY OF MILWAUKEE PROUDLY RESETTLED A DIRECT PLANE LOAD OF REFUGEES IN FOUR II FOUR DAYS FLAT IN A BROAD CIVIC-PRIVATE WELFARE-BUSINESS PROGRAM THAT IS A DRAMATIC EXAMPLE FOR THE COUNTRY.

"SURELY ARRANGEMENTS CAN BE MADE TO FLY PLANE LOADS DIRECT, AS WITH THE MILWAUKEE GROUP OF 73 II 73, TO A PLANNED NUMBER OF COMMUNITIES WHERE THE GREAT PRIVATE AND RELIGIOUS AGENCIES, WORKING WITH IMMIGRATION, HEALTH AND EMPLOYMENT SERVICES, CAN, WITH A MINIMUM OF RED TAPE, GIVE THEM A WARM, CIVILIAN WELCOME AND FIND THEM HOMES AND JOBS.

"IT IS NOT II NOT A TOUGH JOB, FOR THE NUMBERS OF REFUGEES COMING IN ARE STILL RELATIVELY SMALL. IT IS HOPED THAT THE NEW REFUGEE EXPEDITER, TRACY STEBBINS VORHEES II TRACY STEBBINS VORHEES, A SENSITIVE MAN WITH A DISTINGUISHED RECORD OF SERVICE TO MANKIND, WILL SEE THE PRACTICAL VALUE OF FLYING THE NEWCOMERS DIRECT FROM EUROPE TO DESTINATION.

"WE THINK THAT THE PEOPLE OF MANY COMMUNITIES SHOULD HAVE A CHANCE TO EXPRESS THEMSELVES AS THE MILWAUKEEANS HAVE DONE."

ITEM

CD MHS BBB 4P 12-6

IPS-55

HUNGARIAN PLIGHT GIVES U.S. CHANCE TO SHOW FAITH IN FREEDOM,
VOORHEES SAYS (300)

WASHINGTON DEC. 7-- TRACY VOORHEES, II TRACY VOORHEES, PRESIDENT EISENHOWER'S COORDINATOR OF THE HUNGARIAN REFUGEE PROGRAM SAID TODAY THE TASK OF MOVING AND SETTLING 21,500 II 21,500 HUNGARIANS OFFERS AMERICA A "GREAT OPPORTUNITY" TO PROVE TO THE WORLD ITS FAITH IN FREEDOM.

VOORHEES TOLD A NEWS CONFERENCE:

"THIS IS AN OPPORTUNITY AND CHALLENGE TO AMERICA TO MAKE GOOD ON THIS THING. HERE IS A CHANCE TO DEMONSTRATE BY ACTION WHAT THE UNITED STATES STANDS FOR...MUCH HAS BEEN GIVEN US AND NOW WE HAVE A CHANCE TO PAY BACK SOME OF THAT DEBT."

VOORHEES SAID THE GOVERNMENT WILL CALL AS MUCH AS POSSIBLE ON PRIVATE AND VOLUNTARY ORGANIZATIONS, BUT WILL BACK THEM UP WITH ITS OWN FUNDS WHERE NECESSARY. HE SAID THIS WOULD EXTEND TO PROVIDING TRANSPORTATION WITHIN THE UNITED STATES.

HE DESCRIBED THE WHOLE OPERATION AS AN OPPORTUNITY AND CHALLENGE AS WELL AS A "TREMENDOUS PROBLEM."

VOORHEES SAID HE IS STRIVING FOR A VERY SHORT STAY FOR THE REFUGEES TO REMAIN AT CAMP KILMER IN NEW JERSEY. HE EXPLAINED THAT HE HOPED TO GET THE REFUGEES MOVED FROM KILMER TO THEIR DESTINATIONS WITH THE LEAST POSSIBLE DELAY SO AS TO AVOID CONGESTION AND ARMY-TYPE LIFE THERE. HE VOICED CONFIDENCE THAT THE JOB WOULD BE DONE. VOORHEES SAID THAT STUDIES WERE NOW BEING MADE OF THE MOST EFFICIENT MEANS OF TRANSPORTING REFUGEES FROM KILMER TO THEIR FINAL DESTINATIONS.

VOORHEES SAID THE PROCEDURE WOULD BE TO BRING THE REFUGEES TO KILMER FOR EXAMINATION AS TO THEIR SKILLS AND THEN MOVE THEM TO SMALLER COMMUNITIES WHERE THEY RESETTLEMENT PLANS COULD BE WORKED OUT. HE SAID THE MOST PRESSING TASK WAS TO MOVE THE REFUGEES OUT OF AUSTRIA.

VOORHEES HAD NO II NO ESTIMATE OF THE OVER-ALL COST OF THE U.S. PROGRAM BEYOND THE ESTIMATED \$3 II \$3 MILLION TRANSPORTATION COST. HE PRAISED ALL AGENCIES WORKING ON THE PROGRAM.

PC PE CD CS A FSG 12/7/56 AM 630P

U.S. VOLUNTARY AGENCIES CONTRIBUTE \$8 MILLION TO HUNGARIANS (250)

WASHINGTON DEC. 9-- NEARLY \$8 II \$8 MILLION IN CASH AND COMMODITIES HAVE BEEN CONTRIBUTED BY AMERICA'S VOLUNTARY AGENCIES FOR THE HUNGARIAN PEOPLE, THE U.S. INTERNATIONAL COOPERATION ADMINISTRATION ANNOUNCED TODAY.

THE AMERICAN NATIONAL RED CROSS IS ONE OF NEARLY 20 II 20 ORGANIZATIONS REPORTING THEIR CONTRIBUTIONS TO THE ICA. IT ANNOUNCED THE AMERICAN PEOPLE HAVE CONTRIBUTED MORE THAN ONE MILLION DOLLARS WITHIN THE FIRST TWO WEEKS OF THE SPECIAL APPEAL FOR \$5 II \$5 MILLION.

"REPORTS OF REQUIREMENTS FROM INTERNATIONAL RED CROSS REPRESENTATIVES ON THE SCENE OF REQUIREMENTS FROM INTERNATIONAL RED CROSS REPRESENTATIVES ON THE SCENE IN HUNGARY AND AUSTRIA, AND OUR EXPANDED ROLE IN PRESIDENT EISENHOWER'S RECENTLY ANNOUNCED PROGRAM TO RUSH A TOTAL OF 21,500 II 21,500 REFUGEES TO THE UNITED STATES CLEARLY DEMONSTRATE THAT \$5 II \$5 MILLION IS THE ABSOLUTE MINIMUM....," ARC PRESIDENT ELLSOWRTH BUNKER SAID.

A BRANCH OF AMERICAN FRIENDS SERVICE COMMITTEE, A QUAKER VOLUNTARY ORGANIZATION, AIRSHIPPED 2,800 II 2,800 POUNDS OF SECOND-HAND CLOTHING THIS WEEKEND FOR USE OF HUNGARIAN REFUGEES IN VIENNA. THE CLOTHING WAS CONTRIBUTED BY PEOPLE IN THE CITY OF LOS ANGELES, CALIFORNIA.

OTHER AGENCIES IN THE UNITED STATES COLLECTING CASH, FOOD, MEDICINE, CLOTHING AND OTHER ARTICLES FOR THE HUNGARIAN PEOPLE INCLUDE CARE, INCORPORATED; CHURCH WORLD SERVICE; FOSTER PARENTS PLAN INCORPORATED; INTERNATIONAL RESCUE COMMITTEE; LUTHERAN WORLD RELIEF; SAVE-THE-CHILDREN FOUNDATION; TOLSTOY FOUNDATION; WORLD UNIVERSITY SERVICE; UNITED HIAS SERVICE; AMERICAN FRIENDS OF AUSTRIAN CHILDREN; AMERICAN FUND FOR CZECHOSLOVAK REFUGEES; AMERICAN JEWISH JOINT DISTRIBUTION COMMITTEE; BREHREN SERVICE COMMITTEE; AND CATHOLIC RELIEF SERVICES. ITEM

GIANT AIRLIFT BEGINS TODAY; MORE HUNGARIANS REACH AMERICA (640)

(UNDATED) -- THE FIRST PLANE IN THE MASSIVE AIRLIFT OF HUNGARIAN REFUGEES AUTHORIZED BY PRESIDENT EISENHOWER LEAVES EUROPE TODAY AS THE NUMBER OF REFUGEES IN AMERICA PASSED THE 1,600 II 1,600 MARK.

TWO PLANES THURSDAY BROUGHT 131 II 131 HUNGARIAN MEN, WOMEN AND CHILDREN TO CAMP KILMER, NEW JERSEY. SINCE THE ARMY CAMP WAS REOPENED NOV. 21, A TOTAL OF 1,619 II 1,619 HAVE BEEN GIVEN TEMPORARY SHELTER THERE. HOMES HAVE BEEN PROVIDED IN VARIOUS SECTORS OF THE NATION FOR 994 II 994. MOST OF THOSE REMAINING AT KILMER HAVE BEEN PROCESSED AND ARE READY TO LEAVE.

PRESIDENT EISENHOWER THURSDAY GAVE THE GO-AHEAD TO A MASSIVE AIR AND SEA LIFT TO BRING 15,000 II 15,000 HUNGARIANS TO THE UNITED STATES. MOST WILL COME VIA MILITARY PLANES; THE REST ON NAVAL SHIPS. THE 15,000 ARE IN ADDITION TO THE 6,500 II 6,500 NOW COMING BY COMMERCIAL AIRCRAFT UNDER CHARTER TO THE INTERGOVERNMENTAL COMMITTEE ON EUROPEAN MIGRATION (ICEM).

AS THE HUNGARIANS CONTINUED TO ARRIVE, AMERICAN WELFARE ORGANIZATIONS AND PRIVATE GROUPS STEPPED UP AID ACTIVITIES.

THE AMERICAN FRIENDS SERVICE COMMITTEE (QUAKERS) IN PHILADELPHIA ANNOUNCED A NEW GOAL OF \$250,000 II \$250,000 TO LAUNCH A NEW PHASE OF ITS RELIEF WORK FOR THE REFUGEES.

IN THE NEW UNDERTAKING IN AUSTRIA, THE QUAKER ORGANIZATION WILL TRY TO ASSIST REFUGEES WHO ARE IN SMALLER CAMPS OR WHO HAVE SPREAD TO AUSTRIAN CITIES OR VILLAGES. A SPOKESMAN SAID 30,000 II 30,000 REFUGEES ARE IN THIS CATEGORY.

IN WASHINGTON THE INTERNATIONAL ASSOCIATION OF MACHINISTS CANCELLED A CHRISTMAS PARTY AND SENT THE FUNDS INSTEAD TO THE "HEROIC PEOPLE" OF HUNGARY.

THE ASSOCIATION'S ANNUAL CHRISTMAS CARD TO ITS MEMBERS READ:

"THIS WAS TO HAVE BEEN YOUR INVITATION TO THE ANNUAL CHRISTMAS PARTY OF THE I.A.M. II I.A.M. HOWEVER, WE FELT THAT YOU WOULD BE PLEASED TO JOIN US INSTEAD IN DOING SOMETHING TO MAKE CHRISTMAS A LITTLE BRIGHTER FOR THE BELEAGUERED FAMILIES OF HUNGARY. WE HAVE CANCELLED THE PARTY AND HAVE SENT THE MONEY TO AID THOSE HEROIC PEOPLE WHO HAVE FOUGHT SO MAGNIFICENTLY IN THE CAUSE OF FREEDOM.

"THE FUNDS HAVE BEEN GIVEN IN THE NAMES OF ALL OUR GOOD FRIENDS WHO WOULD HAVE JOINED US IN THIS HOLIDAY CELEBRATION...."

THE MANHATTANVILLE COLLEGE OF THE SACRED HEART IN PURCHASE, II PURCHASE, NEW YORK, JOINED THE SCORES OF U.S. SCHOOLS OFFERING SCHOLARSHIP AID TO HUNGARIAN STUDENTS. THE COLLEGE SAID IT WILL OFFER THREE FULL RESIDENT SCHOLARSHIPS, EACH VALUED AT \$2,000 II \$2,000, TO HUNGARIAN STUDENTS.

STUDENTS OF THE WAYNE TOWNSHIP HIGH SCHOOL IN WAYNE, NEW JERSEY, HAVE AGREED TO DO A DAY'S WORK ON DEC. 27 AND GIVE THE PROCEEDS TO HUNGARIAN RELIEF.

IN CHICAGO, LEO CHERNE, CHAIRMAN OF THE INTERNATIONAL RESCUE COMMITTEE, DISCLOSED THURSDAY THAT \$200,000 II \$200,000 WORTH OF MEDICINES HAVE BEEN PLACED IN THE HANDS OF HUNGARY'S FREEDOM FIGHTERS.

CHERNE, RECENTLY RETURNED FROM SUPERVISING RESCUE COMMITTEE OPERATIONS ON THE AUSTRO-HUNGARIAN BORDER, SAID "NO ONE KNOWS WHEN THE FLOW OF REFUGEES FROM HUNGARY WILL END" AND HE ASKED FOR GREATER CONTRIBUTIONS FROM AMERICANS.

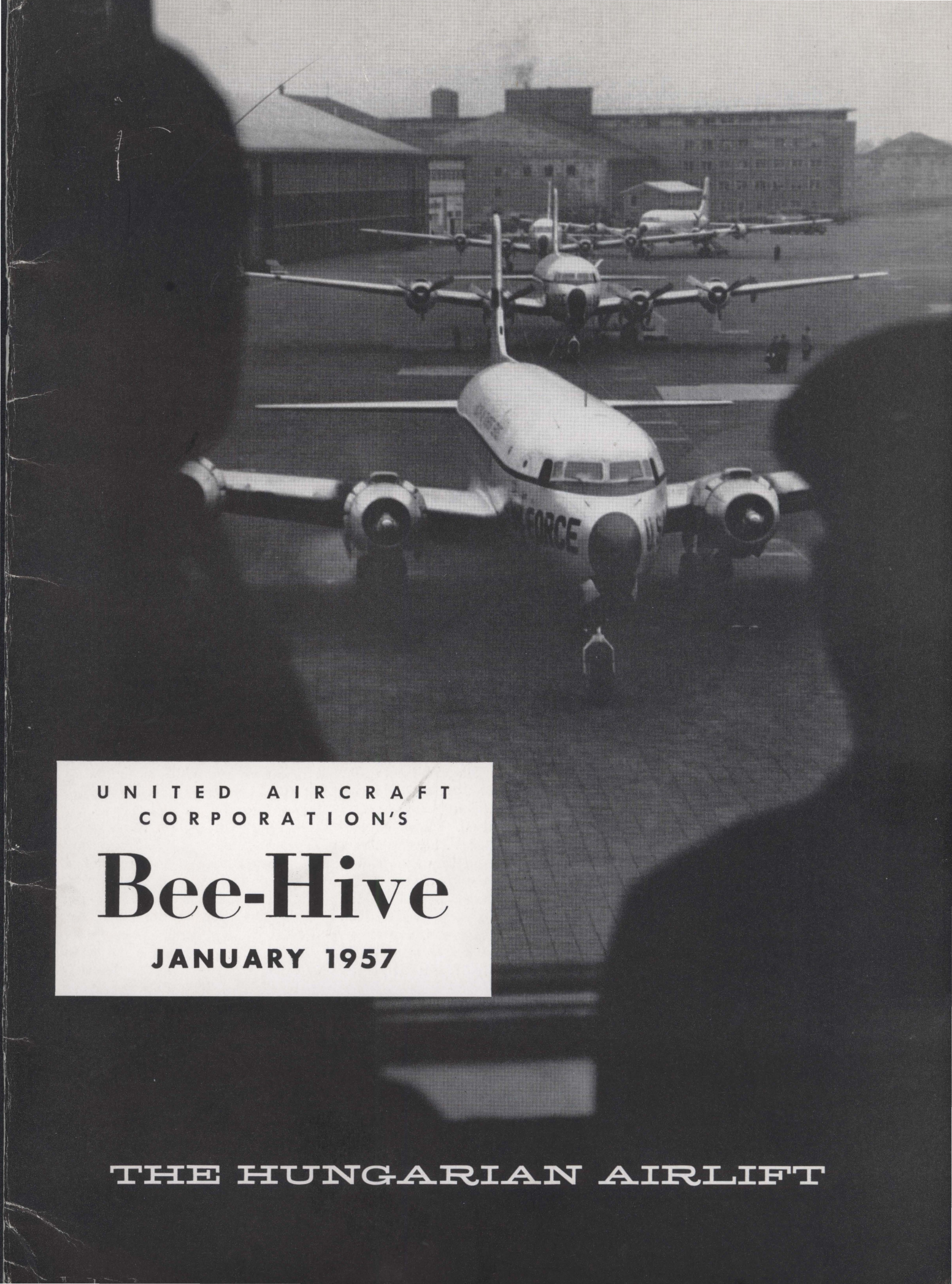
IN CHICAGO, THURSDAY MAYOR RICHARD J. DALEY LAUNCHED "TAG DAY" IN THE NATION'S SECOND LARGEST CITY. AN ESTIMATED 7,500 II 7,500 HUNDRED VOLUNTEER "TAGGERS" WERE EXPECTED TO COLLECT SEVERAL HUNDRED THOUSAND DOLLARS IN STREET COLLECTIONS. ONE OF THE FIRST DONORS BROUGHT HIS CHECK FOR \$1,000 II \$1,000 TO THE OFFICE OF THE CHICAGO AMERICAN NEWSPAPER. MAYOR DALEY CALLED THE 24-HOUR PERIOD "THE DAY FOR CHICAGO TO SHOW ITS HEART."

IN PITTSBURGH, A CAMPAIGN BEGUN BY A SMALL ROTARY CLUB IS EXPECTED TO MUSHROOM BOTH IN THE CITY AND AMONG THE NATION'S THOUSANDS OF ROTARY CLUBS.

THE CASTLE SHANNON CLUB RAISED \$210 II \$210 -- \$5 PER MEMBER -- AND SENT LETTERS TO THE CITY'S OTHER ROTARIES ASKING THEM TO DO THE SAME. PLANS ARE AFOOT TO SEND LETTERS TO GOVERNORS OF THE 500 ROTARY DISTRICTS IN THE UNITED STATES, ASKING SIMILAR CAMPAIGNS FOR HUNGARIAN RELIEF.

IN WASHINGTON, THE AMERICAN RED CROSS ANNOUNCED IT HAS AGREED TO OPERATE A SECOND HUNGARIAN REFUGEE CAMP IN AUSTRIA. THE ORGANIZATION SAID THURSDAY NIGHT IT WILL SEND A TEAM OF SPECIALISTS TO START OPERATING THE CAMP. EARLIER THIS WEEK, AN INITIAL ARC TEAM ARRIVED IN AUSTRIA TO RUN A CAMP SHELTERING 3,500 II 3,500 HUNGARIANS. THE CAMP IS AT SIEZENHEIM, NEAR SALZBURG.

BOTH CAMPS WILL BE OPERATED UNDER AN AGREEMENT BETWEEN THE LEAGUE OF RED CROSS SOCIETIES AND THE AUSTRIAN GOVERNMENT. THE LEAGUE EXPECTS TO CARE FOR 35,000 II 35,000 THROUGH ITS VARIOUS NATIONAL UNITS. ITEM



UNITED AIRCRAFT
CORPORATION'S

Bee-Hive

JANUARY 1957

THE HUNGARIAN AIRLIFT

The Bee-Hive

JANUARY, 1957

us only as Mr. Sandy at this writing.)

That is one imagined explanation. As we said, there are other possibilities, among them one we long ago rejected — that Sandy Mae Czarnoskovich married Ed Burby, and Burby Mae Jones met Mr. Sandy and married him, and then the two couples were drawn into a close friendship on Monroe Street in East Sparta after Paul V. Fisher sold them four pairs of tennis shoes, all three sizes too small. We doubt that, though; last we heard, Paul V. was going west where the youth had some guts, actually reveled in blisters, and an unsuspecting Ladies Aid Society might be gulled into baking him another cake.

WE even hope his life turned out that way; after thirty years, we find we can recall him with some affection, although his figure has dimmed with time. Perhaps also in time Sandy Mae Burby and Burby Mae Sandy may fade away. But currently they intrude. Only last week we found ourselves getting out of bed at 2 a.m., going downstairs, fishing out the *Repository* clipping, and verifying once again just which Mae was in the accident. Quick now, was it Sandy Mae Burby or Burby Mae Sandy?

The Cover

The first of these four Military Air Transport Service planes has been loaded with refugees and now is beginning to taxi for the runway preparatory to take off from Munich-Reim Airport in Germany for McGuire Air Force Base, New Jersey. Its westward journey was the first of 110 military flights which in less than a month carried 6,500 Hungarians to a new life in America.

The Hungarian Airlift 2

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Among the first refugee arrivals was this slight, blond lad. His shy manner made it difficult to believe he had fought Russian soldiers and secret police. Waiting at Schwechat Airport, near Vienna, the Hungarians (right), both in expression and posture revealed the emotions of facing a bewildering but hopeful future.

THE HUNGARIAN AIRLIFT

The mass lift by air and sea of 21,500 refugees fleeing Russian reprisals in their homeland marked a climactic episode in the Hungarian revolution. There follows a narrative in text and pictures of the airlift operations by four members of this magazine's staff. James R. Patterson and Ray Kuhn, photographer, saw the airlift begin in Vienna and Munich, and Frank L. Murphy and Herman Hirschberg, photographer, watched its culmination at McGuire Air Force Base and Camp Kilmer in New Jersey.

VIENNA (*Patterson reporting*)

KUHN and I came down to Vienna late Wednesday afternoon, December 5, on a Pan American flight out of Frankfurt captained by George Canute. The day was raw and dark; we were climbing at a low angle, and we did not break out of the overcast for perhaps 30 minutes. On top now, the sun was brilliant, flashing and glinting on the snow-clad Alps off on our right. Presently Canute sauntered back. He said that some of the Pan American people in Frankfurt had told him that we were having a little trouble reserving hotel accommodations in Vienna. Actually, he didn't think we faced much of a problem. Inbound flights were running full, as we could see — and he waved at the four uniformed Red Cross workers in the seats just ahead of

us — but Vienna is a big city and, as far as he personally had observed, the tens of thousands of Hungarians pouring into Austria had created no strain on the city itself. In his walks around Vienna, only now and then did he see a small group that he guessed were Hungarians. On the whole, he said, he was sure that we would find Vienna quite placid.

Everything the captain said turned out accurately. The first call I made from the Schwechat Airport was to the Bristol Hotel where the clerk obligingly promised to have a double room ready for us by the time we reached the city. As I came away from the telephone, my eyes were down and I was astonished to see a dozen pair of masculine feet, all clad in new, shiningly black rubbers. Standing nearby



were another eight men similarly shod. The 20 were all young men, grave-faced, bulkily dressed like lumberjacks just coming out of the bush in the early spring wearing their entire wardrobe on their backs, and obviously dog-tired. They were a small refugee group, the first we saw, already processed and ready for their air journey to one of the score of countries offering them asylum. These, it so happened, were bound for England.

Vienna's Routine Street Scene

At the dinner hour, Kuhn and I chose to walk to a restaurant eight blocks away from the Bristol. Our path was along the Mariahilferstrasse, perhaps Vienna's finest single shopping thoroughfare. Not once did we recognize anyone that we could remotely picture as a refugee. The street was filled with shoppers and late-hour clerical workers carrying the inevitable badge of the European office worker, the briefcase. I have seen few more beautifully decorated shop windows anywhere in Europe than those in the Mariahilferstrasse. All of the merchandise — furs, jewelry, ceramics, cameras, dresses — was both expensive and tasteful.

The next morning we went over to No. 4 Schmidplatz, headquarters of the Intergovernmental Committee on European Migration. ICEM is the main agency handling the entire refugee machinery. About 200 Hungarian refugees were standing in front of the doorway where a uniformed police guard was permitting only a handful to enter at a time. Like the rubber-shod men at the airport, here, too, there was the mark of patience and unobtrusiveness. The

morning was cold but they stood motionless awaiting entry to the big, four-story stone building. Inside we found hundreds of others waiting wordlessly on the staircases and in the hallways. None of them probably should have been there. They were simply manifesting the one form that their anxiety constantly took. Although they knew that the camp where they were assigned would receive and distribute their visas once they were prepared, their hunger for action was such that they couldn't wait; and somehow they had found their way into the city and the ICEM headquarters in an effort to speed their flight.

We were seeking, for our part, some advice. We wanted to visit one or two of the refugee camps. At the information center, a poised, handsome girl, Miss Inga Hamilton, was surrounded by a dozen or so European newspapermen and agency workers. She was attempting to answer all their questions. Before our turn came, we heard her thoughtfully help a dozen people in English, German, French, and at least two other languages. She told us that there were a score of refugee camps in the immediate neighborhood of Vienna in addition to many others set up as far away as Salzburg. She suggested that perhaps Dr. Otto Sternberg in the Austrian Chancellery would have the best idea of a representative camp and, at any event, we would have to see him anyway to get our passes.

Dr. Sternberg urged us to go to the Traiskirchen refugee camp, 30 kilometers west of Vienna, where, he said, there currently were housed more than 5,000 refugees. We hired a Plymouth chauffeured



Breakfast in Austria consisted of brown bread, sausage, apples, and tea. Everywhere there were young people and children, the most likely victims of reprisal and deportation in the revolt's aftermath.

by an Austrian with a predilection for speed. He headed out through the western suburbs of Vienna and once he had reached the narrow, black-top road, winding through the flat farm country leading to Traiskirchen, his hot-rodding promptly brought police intervention. After he had been lectured sternly by an Austrian highway patrolman, we went on more sedately and came to the camp. It was a cluster of worn stone buildings that once had been a military school but now was in poor repair, with many cracked windows. There were a few trees around the grounds, but obviously it had been years since there had been any attempt at landscaping and most of the lawn had been scuffed away. Here and there, the refugees were walking about for exercise and a breath of fresh air; at no time did we see any children playing on the grounds.

The Marks Of Flight

The ICEM workers met us with courtesy and gave us freedom to move about as we chose. Everywhere there were children sitting quietly, rarely speaking. The adult Hungarians were mostly in their 20s and 30s and nearly all of them, I surmised, were city people. Their clothing was of decent quality, and even though the building itself was fairly warm, they, too, had that bulky look of wearing every-

thing they owned. Many of the women were in slacks and they had dropped their shawls down over their shoulders. Trousers and slacks alike showed the marks of their flight — of trudging through reeds, mud, and ice — and while there obviously had been attempts to clean the boots and shoes, they still bore traces of mud and grime. Many of the women were chain-smokers, and I was struck, as I have been so many times over the years, by the male European's habit of combing his inordinately long hair with the frequency of a reflex.

Perhaps a dozen times in the next hour we attempted to chat with small groups of Hungarians. Very few of them spoke either English or French and not many more had any other language than Hungarian. Limitation to a single language is an oddity in Europe among the free nations where a high percentage of the urban people, at least, are bilingual. I imagine that since these were young people, their schooling behind the Iron Curtain had encompassed no other tongue than the Hungarian, unless it was Russian.

I attempted to get the exact name for the cone-like wool cap so commonly worn by the men; but I was misunderstood. When I pointed to one passing by farther down the hall, my listeners suddenly showed unexpected animation. One sprinted off,

Those wounded in the fighting or during their escape were treated by Austrian nurses before leaving for the airlift terminal at Munich. This man received first aid for a gash apparently inflicted with a bayonet. Everybody had fought, the escapees said.



Aboard the plane awaiting takeoff some of the refugees have a farewell look at Vienna through plane windows.



Hungarian refugee faces recount a mute story of ordeal, triumph, hope.



wrested a hat from the innocent Hungarian's head, and triumphantly returned to make me a present of it. I finally made clear that my purpose was only to identify the cap by name and not confiscate it. At last I learned that the name for such a headgear is a kucsma. They are lined inside with sheepskin, at least the one was that I owned momentarily.

On our way to the dispensary, we stopped to chat with three well-dressed young girls in their early 20s. One, a blonde, was wearing a quite good fur coat. She spoke English haltingly and explained that she had had a better command of it when she was a student at a private boarding school in Budapest as a child. She said that she and her friends had been clerical employees in a Hungarian government bureau. They had chosen either Switzerland or Italy for their new home.

"Why did you want to leave Budapest?" I asked.

She thought a moment and then answered, "Afraid."

Four men were in the dispensary. Only one was stripped down and his slim, hard torso contrasted to the heavy, garment-sheathed bodies of his companions. The wound the nurse was dressing for him extended along the back just below the right





shoulder blade; it had the appearance of a bayonet slash. I asked the men if they had been in the fighting in Budapest and I got the answer that I was to get each time I asked this of groups in the days that followed: "Everybody was in the fighting everywhere — Budapest, towns, villages."

An Apple For Breakfast

Kuhn and I went down presently to watch the second serving of breakfast. The Traiskirchen camp had no kitchen in operation and the breakfast that was being served consisted of brown bread, inch-thick slices of a sausage that resembled salami, and an apple. Tea was served from large vacuum jugs made of aluminum. Nearby were bare tables, but only one or two of the refugees were using them. Most of them gathered enough food for their families and returned to the rooms assigned to them. Each was given individual cigarettes besides the food. There were no utensils on the table but instead little bowls of salt and paprika and, as we watched, Hungarian after Hungarian pinched into the bowls with the forefinger and thumb and then tasted the mixture with relish.

As we were leaving, we decided to watch the departure of a few of the buses that come and go almost continually from Traiskirchen. Again there was that steady composure in which the Hungarians stood quietly waiting for the bus; then, once seated, they showed no vexation even though the bus might stand there fully loaded for as much as an hour. I read into it an element of resignation. Their lives had been violently turned, and now their immediate faith was in the machinery that might in time send them to a new country and a new flag. Even so, their long hours of waiting were really nothing compared to the weeks, the months, and even the years refugees of other eras had put in to gain asylum — for example, the Pilgrims, the Huguenots, the Bavarians fleeing Prussian autocracy, and all the other oppressed peoples who have combined to help make America.

We got back to the hotel long after dark. An air of excitement was abroad in the lobby. One of the newspapermen I have known for years came over to tell me that President Eisenhower had just announced the United States would now offer haven to 21,500 of the Hungarians and would begin massive air- and sea-lifts immediately. In our mail box, Kuhn and I found with our key a thoughtful note from the thoughtful Miss Hamilton. She, too, had heard of Mr. Eisenhower's decision and, knowing that it might affect our plans, she wanted to inform us about it as quickly as possible. The next morning, Kuhn and I decided to drop over and see Colonel Joseph L. McCroskey, the American air attache at our embassy. He said there was no likelihood that the airlift which the Military Air Transport Services planned would terminate directly at Vienna, although in the first flush of sketching out the task Vienna had been mentioned. The Austrian government, he said, was quite sensitive of its neutrality

and would not permit such an operation because the aircraft involved would be military. His information was that the European end of the lift would most likely have either Munich or Frankfurt as its terminal.

While we were in the embassy, we were persuaded by several government people that we might be wasting our time if we chose to go up to the Hungarian border, 58 kilometers west of Vienna, as we earlier had planned. To be sure, they said, we would then see the border itself and, if we had luck, we might watch one or two Hungarians making their way onto Austrian soil. But that was hardly likely, they explained; more probably we would simply see the buses and motor cars that were parked on the Austrian side of the border mile after mile to meet the Hungarians as they come across and whisk them on to a refugee camp.

So we chose instead to go out to Schwechat Airport again. We found that a building adjacent to the regular passenger terminal had one big room which had been assigned to the refugees as a place of waiting. Three refugee flights by the commercial non-scheduled carriers flying into Vienna — Slick, the Flying Tigers, and Central Air Transport — were scheduled to depart that day. Perhaps a hundred refugees were gathered in the room and more arrived later. Their baggage was pitifully small. It consisted almost entirely of blue flight bags bearing an insignia printed across their sides of "United States Escapee Program."

A thin young American, William Craft of San Francisco, who had been working in Munich for three years with the United States escapee program, was acting as shepherd to the Hungarians. He had learned to speak Russian in the Army and since his discharge he had mastered German. He looked bone-weary and admitted he was. He said that he had lost 20 pounds in 23 days on his working schedule of 18 to 20 hours a day. Yet he was in good humor and wryly volunteered that his greatest trouble involved the sameness of Hungarian names which led to innumerable snarls on the problem of visas versus manifests.

No Time For Toys

Craft led us over to a storage room where some of the many gifts from the United States were temporarily housed. Crates of canned milk, medical supplies, clothing, and 8,800 toys were piled there. The toys, Craft said, were well meant, but the Hungarian children in his charge were in no mood to play with them. I saw a huge pile of bright red garments that looked like basketball warmup suits; despite their garish color, they struck me as practical. There were boxes from United States school children. Some of the senders were the Gridley Junior High School, Erie, Pennsylvania; Wilson High School, Washington, D. C., and the Wauwatosa, Wisconsin, Junior High.

They were preparing to dispatch the Central Air Transport DC-4. Acting as hostess was Miss Alice



A wounded freedom fighter and his lady.

Marton who had been born in Hungary. She and her parents had emigrated to the United States in 1949 after living five years in West Germany. She then had earned a degree in mechanical engineering; she is normally employed as a draftsman at the North American aviation plant in Inglewood, California. She had obtained a leave of absence in order to help with the airlift. When her passengers were assembled on the apron, she briefed them on the use of the life vest. Afterwards, in their delight at finding that she spoke Hungarian, they swarmed over her with all sorts of questions. For the first time since the kucsma incident, I saw them show animation.

I went over to see the crew — John S. Shackelford, captain; F. W. Gladish, reserve captain, and A. C. Moldenhauer, first officer. Captain Shackelford said that they faced a "hell of a head wind." They were estimating 11½ hours to Keflavik, 11 more hours to Gander, and finally 7 to McGuire Air Force Base. With about two hours on the ground at both stops, the 68 passengers were in for a long ride. The CAT DC-4 actually has 70 seats installed, but two passengers had to be left behind because their visas failed to arrive at the airport. At that moment the flight was called. The Hungarians filed out, walking in a normal gait without the usual hurry for a window seat or a choice cabin location. (It is quite probable that few of them had ever flown before.) No one bade them good-bye. There was no waving, no last-minute kisses. Those who would follow on the next flight stood stoically watching them. They carried on their backs and in their hands all their worldly possessions.

MUNICH

KUHN and I flew back to Munich Saturday night, December 8. I was about to mark the next day as a fruitless one; I had searched everywhere with no luck to learn just where the MATS operations would take place, and then I ran into Specialist Second Class Wadsworth Likely, an Army public information man. He assured me that the airlift would be from the Munich-Reim Airport and, if I would give him a ring at his base the next morning, he was also sure that he could find out where the refugees would be housed and fed in Munich until the airlift itself began. Meantime, he said, the refugees from Austria would be brought into the Munich area in commercial buses hired by the ICEM.

The next morning Likely sent us out to a large building on the outskirts of Munich, known as the Luitpold Kaserne, a former German artillery camp now used by the 111th Labor Supervision Center, a German labor organization which works for the United States military. When we got there, the Army was hard at work installing double-deck steel cots, setting up a field kitchen with Army cooks and KPs, and a medical dispensary with Army doctors and nurses already on the scene. A cheerful ease marked all this work, and by the following

afternoon when the first contingent of refugees arrived in two convoys of five buses each, the camp was ready for them.

A Concert Of Noncommittal Music

The Hungarians came from a refugee camp at Salzburg, about a two and one-half hour drive from Munich. A formidable welcome awaited them. As the first contingent, accompanied by motorcycle police, drove through the gate, their five buses were halted and a great eddy of Army brass, European and American newspapermen and photographers, and social agency workers flowed around them. There were perhaps five seconds of relative silence and then the 30th U.S. Army Band, under the direction of Chief Warrant Officer John Washington, struck up the welcoming selection. So help me, but to these Jazz Age ears it was "Hold That Tiger" done with a 1956 bounce. (I had been assured earlier in the day that the music would be appropriate but noncommittal.) Director Washington followed this lively rendition with "When the Saints Come Marching In" and "Way Down Upon the Swanee River." The one hundred Hungarians in the five buses smiled quietly. At last their drivers were permitted to draw up alongside the barracks. A moment later the second caravan of five buses drew up at Luitpold and the band greeted them, again with noncommittal music. As the Hungarians went in to dinner, I noticed that there were several family groups and a good number of children.

The next morning we went out to the Munich-Reim Airport early. MATS had wasted no time in setting up its operations. Its main headquarters were established in a big, high-ceilinged room that once had been used as a mess hall for the Army Airways Communications Squadron and still was decorated on one wall with the insignias of all the various World War II numbered Air Forces. In one corner was a pile of cardboard cartons containing tissues; disposable diapers; baby foods, including green beans, apricots, other vegetables and beef; cigarettes and matches. This was stock the hostesses could distribute in the airplanes en route.

The room's other side was taken up with desks, typewriters, and telephones. A radio transmitter was operating in the background. On a balcony above the same side of the room, eight telex machines were clacking away. Brigadier General George B. Dany, the task force commander of Operation Safe Haven, as the refugee airlift had been named, but normally commander of the 1611th Air Transport Wing, was in touch with McGuire, Keflavik, Prestwick, and Frankfurt, as well as other points.

A frontline desk in the room was occupied by Lieutenant Colonel Frederick S. Tuttle, bending over weather charts and teletyped weather reports. Colonel Tuttle is the commander of the weather detachment at Frankfurt, but he had come down to run the show here until they could work out the system by which MATS crews would get their principal weather briefings at Rhein-Main Airport at



At Vienna's Schwechat Airport there was no waving or last-minute kissing. There was no one to bid the refugees good-bye. They carried with them all their worldly possessions.

Cold rain and darkness greeted some of the first arrivals at McGuire Air Force Base. They had arrived in America, an alien place, humbly ready to begin a new life.



Frankfurt on the way down, and then be given just the changes that had developed after their arrival at Munich. The MATS plan called for a one-hour turn-around on the ground at Munich when the airlift got rolling.

Colonel R. K. Ward, normally the MATS commander at Prestwick, was present to act as deputy commander of the Safe Haven task force. The 317th Troop Carrier Wing based near Munich (Colonel Charlie Brown is executive officer of the outfit) also was lending support to the operation.

A Smooth, Quick Task Force Job

In short, even by the toughest of Air Force standards, the task force had done a particularly good job. They had gotten their first official word on Saturday afternoon and by Monday afternoon they were a going concern. And when they began their actual operations Tuesday morning, December 11, they moved smoothly and quickly. Three C-118s and a Navy R6D (all military versions of the Douglas DC-6B) were to take 50 passengers each, and a fourth C-118 was standing by in case there was an abort. None occurred, incidentally. The four flights were to be spaced at hourly intervals.

The first aircraft (#33262) began loading about 9:30 o'clock. Its passengers had arrived from Luitpold Kaserne in two olive-drab Army buses. Now there was no band, but there were speeches by General Dany and the consul at Munich, and a prayer by the task force chaplain, all in English and all given still, if bewildered, attention by the Hungarians. As the refugees began to climb the steps into the aircraft, they moved as sedately as those had at Schwechat Airport in Vienna a few days before. Each of them clutched his little blue bag. The aircraft door was locked shut; #33262's four Double Wasps picked up speed with their Hydromatics and began to roll to the head of the runway. The three remaining Douglasses immediately moved up and operations were begun to load the second aircraft as the first lifted with a roar, carrying its Hungarians westward to America.

McGUIRE (Murphy reporting)

HIRSCHBERG and I arrived at McGuire in good season but poor weather the night of Tuesday, December 11. Like most of the eastern seaboard, the big military air transport terminal about 20 miles south of Trenton, New Jersey, was getting a soaking from a cold, driving rain. The weather was not interfering with air operations, however; a MATS officer told us as we checked into the base hotel that the first Hungarian airlift plane would arrive pretty much on schedule at 10 o'clock the next morning.

One of the first persons we met that night was Colonel John G. Williams, deputy chief of staff for operations. Colonel Williams is a young 40, his red hair cropped short in a crew cut, and he still talks with a faint English accent, a carry-over from boy-



The long flight to freedom ended, and passengers took their first step in America.

hood days in Birkenhead in western England. He was sitting in his office sipping tea out of a white earthenware cup. The Hungarian airlift, he said casually, would undoubtedly have its routine operating problems, but for the most part Colonel Williams seemed to agree with other MATS officers who said it would be carried out with "no sweat." It was, in fact, a routine assignment that required only one-sixth of the Atlantic division's airlift capability. Normally, the wing carries 36,000 passengers in and out of McGuire every month. Of the 9,700 Hungarians who were to be transported by air under President Eisenhower's expansion of the refugee program from the original 5,000 to 21,500, MATS ultimately was to transport 6,500 on 110 flights. Thirty-two hundred other refugees were flown to McGuire on 46 flights by civil air carriers operating under contract with MATS.

While the colonel was spreading out a couple of charts, he said:

"When you run an airlift you have to make sure that the departing end can generate the flow and the receiving end can accept it. You have to pick the routes you will fly according to the capability of the aircraft you will use and the capacity of the stations en route to absorb the flow. You also have

to figure on logistics, fueling, spare parts, and communications, all very important behind-the-scene factors. These things have been done, and this lift should run smoothly."

The Hungarian airlift flew two routes, the so-called Great Circle one over the North Atlantic with stopovers at Prestwick, Scotland, and Harmon, Newfoundland, and the other across mid-Atlantic with a single stop at Lajes Field in the Azores. Douglas C-118 Liftmasters were mainly used on the northern route, and Lockheed C-121s (Super G Constellations) on the southern course.

Two Routes to Freedom

When you move 6,500 people, something is bound to disrupt the flow somewhere along the line. Even as we talked, Colonel Williams was interrupted briefly by an aide who advised him that high winds were sweeping across Prestwick. That was an unexpected development. The weather there is seldom nasty and it was because of this that MATS planners had made Prestwick the turnover point on the northern route. Standard crews would fly the C-118s from McGuire to Prestwick, where shuttle crews would take over and fly the planes to Munich and back. Now the howling winds were threatening to blow the airlift off schedule on the very first day. But the weather, as it always does, changed and Prestwick regained its good reputation with the officers and men of MATS.

Lieutenant Colonel Richard Goss, the Atlantic

Division's chief of public information, then took us to meet Major General Emery S. Wetzel, division commander. The General reiterated that the requirements of the Hungarian airlift would not tax his command's capability.

"This newest airlift," he said, "means we are going to fly the same aircraft the same number of hours generally, over precisely the same routes we normally fly. To us, it means we have a mission which for the most part is a routine one."

The shuttle crew arrangement did not apply to the first day's flights. The first plane took off from Munich in solid overcast. Major Wallace G. Matthews, its pilot, told us later his flight was stormy all the way, but that he flew over the bad weather at 20,000 feet, bucking 110-knot winds from the west. "Big Matt," as he is known far and wide in the Air Force, discussed his flight with us in the operations building after landing. Looking at him you wonder how he ever squeezed into a pilot's seat. He is 6 feet, 5 inches tall and weighs 235 pounds. At 42, he is the jovial father of five children. He believed that some of the Hungarians were a little dubious about his intentions at first.

"I had the feeling that they thought I might turn the aircraft around and possibly even head for Russia," Major Matthews said. "After we left the Continent, though, and were over the ocean, this mood among the passengers disappeared. You could see their faces light up with anticipation. Very few of them had ever flown before so I went back in

The lingering fear and apprehension began to dissolve when the buses for Camp Kilmer were loaded with tired, relaxed immigrants.





With the help of interpreters, the new arrivals were interviewed and processed.

the cabin and mingled with them. I thought it would be helpful in quieting their fears about flying. I also warned them that we Americans were a pretty enthusiastic bunch and some of us might even overdo our welcome to them once they landed in the United States."

The rain finally had ended, but the morning of December 12 was gray and cold at McGuire. A brisk wind blew, driving heavy gray clouds over the base. Just before the first plane touched down at 10:15 o'clock, the clouds parted to let a few streaks of bright sunlight through. But immediately the overcast was back as the initial aircraft with its fifty refugees, including eight children, rolled to a stop.

The Children Wave Greetings

About 150 persons — officials, soldiers, newspapermen, photographers, and a sprinkling of civilians — clustered around the passenger ramp to greet the refugees. At first, there was a strange, embarrassed silence, almost as if the Hungarians were sizing us up from their vantage points in the plane as we were busy studying them. Occasionally someone outside would wave a hand in welcome to a youngster who sat with nose pressed against a plane window. A tiny hand would return the greeting. This strangeness passed when the refugees began streaming off the plane to board the buses for Camp Kilmer, the army base 36 miles north of

McGuire that would serve as the refugee processing center. Everybody exchanged smiles and friendly nods. The language barrier blocked much more. One refugee who was three or four persons behind his wife coming down the plane ramp ran up to her as she walked toward the bus and kissed her quickly on the cheek. Perhaps it was his symbol of achievement, the only way he could express his relief that their ordeal of revolution and flight had now ended.

Within minutes, two additional United States Air Force C-118s and a Navy R6D had landed, bringing an additional 150 Hungarians. Youth was predominant among the refugees. In the throng of Americans, someone mentioned, perhaps with a touch of asperity, that the young had lost no time in escaping revolution-torn Hungary. A woman working for ICEM quickly replied that it was only natural for the youngsters of Hungary to get out. They were, she said, the most vulnerable. If they had stayed, they were the most likely candidates for deportation to Russia or other forms of reprisal. She got no argument.

Practically every refugee we met had an adventure story to tell. If it wasn't directly concerned with the fighting, then it concerned escape. One of the first arrivals was a slight, 16-year-old boy who had fought the secret police and Russians in Kispest, a suburb of Budapest. His blond hair, little boy's face and gentle, shy manner made it hard to believe that, with an automatic pistol, he had participated in the

bloody siege of the Kispest secret police headquarters. He spoke reluctantly, but other refugees described him as one of the Kispest fighter heroes.

A Family Joins the Refugees

We talked to a textile engineer and his family. The father had been an executive in a factory at Gyor. After the Russians began their ruthless counter-attack on November 4, all work stopped. Through an interpreter the father told us:

"On November 10 the Russians and the Hungarian secret police called me in and said that if I did not get the factory back in production by November 12, they would either deport me or send me to a labor camp. That night I went home to our eight-room house and talked it over with my wife. We decided to flee. Whenever we were stopped by the Russians, I showed them a pass I had for a small truck. That satisfied them and they let us through. Once we came across six Russian tanks lined up three on each side of the road. The Russian soldiers assigned to the tanks thought they were in Suez."

He paused.

"Tell me," he asked through his interpreter. "Do you believe there is opportunity here for me? I am a qualified engineer."

We assured him that there was.

For the first time since our conversation began, he smiled.

And so it went. As the Hungarians poured into McGuire in flight after flight, I was again aware of an old reportorial fault of mine. I had gone there with some preconceived ideas that were stereotyped. I had pictured the revolutionists generally as being a somewhat wild and unruly bunch, highly explosive in action and emotional in mind. I had pictured the refugees, on the other hand, as docile and sad, swept along by a tide of events about which they could do nothing. The Hungarians sharply upset both of these mental pictures. They didn't look anything like either revolutionists or refugees, and they were both. They were ordinary people, most of whom were well dressed and well mannered. They were calm and intelligent. A high proportion of them had been teachers, students, doctors, and engineers. One government official said it was evident that only a few farmers and laborers had left Hungary. It was largely the skilled technicians who had.

For weeks these men, women, and children had been keyed up to two of man's most gripping emotions, war and flight. By the time they reached McGuire, the independence which had spurred them on during Hungary's explosive drama had been replaced by the knowledge that while they now had freedom, they also were faced by complete insecurity in an alien land with an alien tongue. Getting off the airplanes, they obediently followed directions to the letter and almost scrupulously avoided any signs of individualism. Indeed, now, in many ways it was hard to visualize these people opposing the vaunted Russian legions and armor.



Only a few long days after their escape from Hungary, this couple strolled happily with their baby at Camp Kilmer. Now a new life is beginning for them.

CAMP KILMER

WE watched the drama at McGuire for three days. Then Hirschberg and I went up to Camp Kilmer, 30 miles south of New York, where the Army was processing the refugees.

Camp Kilmer had been closed for almost ten years. The grounds were neglected; the paint had peeled from the long, low barracks. But once it was reopened for the refugees, the quarters had been cleaned quickly. They offered light, heat, a sanctuary, and food. Now they were dormitories, some for single men, others for single women among the refugees. Families were kept together. The dormitories were divided off into little cubicles.

The Army's administrative processing moved rapidly and, once it was completed, the refugees became the responsibility of a score of welfare agencies which set up field offices at Kilmer. The welfare agencies assumed sponsorship of the refugees and took on the job of resettling them in the United States. Each hour the Hungarians who had been processed were leaving, this group for Milwaukee, this one for Toledo, this for Hartford.

The tension now had begun to leave the Hungarians. They laughed often. They walked about with a

spring in their steps. Their children no longer stood quietly; they sang and played on the grounds surrounding the barracks. But at 3 o'clock, we noticed, everyone, young and adult, crowded into the big recreation hall where a television set had been set up. The magnet was a Western movie; men and women, who a few weeks before had fought Tiger tanks with old rifles and Molotov cocktails, sat stunned with fascination as cowboys fired their blanks at blue-eyed Indians and a lank marshal cowed a saloon crowded with hardcases with his steel-cold eyes.

It was dusk when Hirschberg and I left Kilmer. As we walked through the main gates, we looked back. Lights already shone softly in the dormitories. The dining hall was about ready to open its doors. From the big recreation hall there came the sounds of the Western reaching its climax; obviously the cavalry had arrived in just the nick of time. A soldier walked up to Kilmer's flagpole and started to unwind the rope, preparatory to lowering the flag. We stopped to watch. As the flag came down, a great cheer burst from the recreation room. The wagon train obviously had been saved, and from the roars of approval, we knew the Hungarians were on their way toward Americanization.

Peace and security under a new flag have been realized for the refugees temporarily billeted in Kilmer's long-abandoned barracks.

