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WITHDRAWAL SHEET

Ronald Reagan Library

Collection Name DEAVER, MICHAEL: FILES

Withdrawer

KDB 8/16/2011

File Folder MILITARY (ED HICKEY) (2)

FOIA

F97-0066/19

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COHEN, D

110

DOC NO	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
1	CASE FILE	RE ISSUES INVOLVING A REAGAN ACQUAINTANCE	17	1/31/1984	B6

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

B-3 Release would violate a Federal statute [(b)(3) of the FOIA]

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B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]

B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

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WHITE HOUSE COMMUNICATIONS AGENCY

THE WHITE HOUSE
WASHINGTON, D.C. 20500

file

DCOU-B

3 April 1984

MEMORANDUM FOR: MR. EDWARD V. HICKEY, JR.

SUBJECT: Presidential Call to Archbishop Iakovos

1. At 3:25 p.m. on 1 April 1984, White House Signal operators placed a call from the President to Archbishop Iakovos who was addressing an audience at the Waldorf-Astoria Hotel in New York City. The call was broadcast over the host public address system being used for the event.
2. There were two problems with the call. The first occurred when the host audiovisual technician in New York had the President placed on the line before connecting the call to the public address system in the room. The technician required two attempts to complete the connection to the system. This delayed the President's remarks by about a minute. The remainder of the President's three minute talk went smoothly. The President's comments were followed by a three minute response from the Archbishop. The second problem occurred when the President attempted to speak following the applause for the Archbishop's remarks. The Master of Ceremonies had also begun to speak immediately following the applause and apparently did not realize the President was attempting to speak. After holding the line briefly, the President hung up.
3. To preclude this type of problem from recurring in the future, I have had my staff review - and tighten up - their procedures for handling such events. These actions include, but are not limited to, improved (and earlier) coordination with the event site and with the sponsoring office in the White House.

Lawrence J. Schumann
LAWRENCE J. SCHUMANN
Colonel, USA
Commanding

THE WHITE HOUSE
WASHINGTON

A

April 2, 1984

MEMORANDUM TO ED HICKEY

FROM: MICHAEL K. DEAVER

M

I would like for you to thank the crew of the helicopter that responded so quickly to my needs this morning in preparation of the President's unannounced trip to Balitmore.

The crew, Captian Moore, Major Monjian and Corporal Thomsen were so very alert and professional in carrying out their mission and are a real credit to the Marines.

We in the White House have grown to expect the best - but these men were more.

Please pass on my sincere appreciation for a job well done.

THE WHITE HOUSE

WASHINGTON

February 17, 1984

do note

MEMORANDUM FOR MICHAEL K. DEEVER

FROM EDWARD V. HICKEY, JR. *E.V.H.*

SUBJECT Proposed White House Military Office
Participation with Congress Heights School

With regard to your memorandum on the above captioned subject and conversations with Mr. James Coyne's Office, the following events have been suggested:

- o briefing and tour at Andrews Air Force Base, to include talks by enlisted crew members (i.e. mechanics)
- o briefing and tour of Marine One at Anacostia or landing zone near school to include talks by enlisted crew members.
- o flag pageant to explain the history of our Nation's flags since the American Revolution.
- o tour of the Old Guard (Fort Myer, VA) to include visits to the cassion platoon, the Tomb of the Unknown Soldier and review of the changing of the guard, with a possible luncheon with members of the Old Guard.
- o for musically inclined students, attendance at an audition of candidates for the Marine Corps Band.
- o attendance at a performance of "Spirit of America" - the United States Army Band and Chorus presentation of American history through music and demonstrations - Capitol Centre June 20th-24th. Evening performances each day beginning at 8:00 p.m. - matinees on Saturday and Sunday beginning at 2:00 p.m.
- o Selected talks by members of the White House Military Staff on their duties and responsibilities to the President.

cc: James Coyne

THE WHITE HOUSE
WASHINGTON

August 11, 1983

file

MEMORANDUM FOR MICHAEL K. DEEVER

FROM EDWARD V. HICKEY, JR. *E.V.H.*

SUBJECT Use of SAM 26000 for McManus Pre-Advance
Mission, 28 August - 12 September 1983

The arguments set forth in the attached 22 June 1983 memorandum remain valid. In addition, however, the entire VC-137 and C-135 fleet is currently committed during the period of the McManus mission because it coincides with the Congressional recess. Utilization of an aircraft other than 26000 would require the reallocation of 89th Military Airlift Wing assets already committed to Congressional support or the delay of aircraft into scheduled depot maintenance at the cost of substantial contract penalties. Of course, the White House Military Office has the authority to preempt these commitments should you decide to do so.

*this plane was
also used for
South American
A chance*

Attachments

THE WHITE HOUSE

WASHINGTON

June 22, 1983

MEMORANDUM FOR MICHAEL K. DEEVER

FROM

EDWARD V. HICKEY, JR. *E.V.H.*

SUBJECT

Aircraft Support for Special Mission

Two different VC-137 aircraft are available to support your special mission scheduled for 17 July to 3 August 1983: VC-137C (26000) and VC-137B (58-6972). A discussion of the advantages and disadvantages of each follows and a schematic of respective cabin arrangements is attached. Please indicate your choice below.

Use of the Presidential Back-up Aircraft (26000) provides a greater-range (one less refueling stop) aircraft with a familiar and comfortable VIP configuration. It would also provide the most complete communications support. Its major disadvantage, however, is that no other aircraft except NEACP can provide the requisite backup for the Commander-in-Chief should 27000 become disabled. NEACP could provide such support for the only Presidential trip currently scheduled during the period (Florida - 18 July). Of course, delaying your departure 24 hours would vitiate the need for such extraordinary measures.

Use of an alternate aircraft from the VC-137B series such as 58-6972 would also avoid this problem. Further, 58-6972 can be configured to include bunking for 12 passengers, an attractive option considering the nearly 50 hours flying time scheduled. Its disadvantages, however, include the requirement for an additional refueling stop on the return flight from Hawaii to Washington and the absence of a private stateroom (a curtained room is available).

Inclosures

OPTIONS

A. Utilize the Presidential Back-up Aircraft (26000) departing 17 July 1983.

APPROVE _____ DISAPPROVE _____

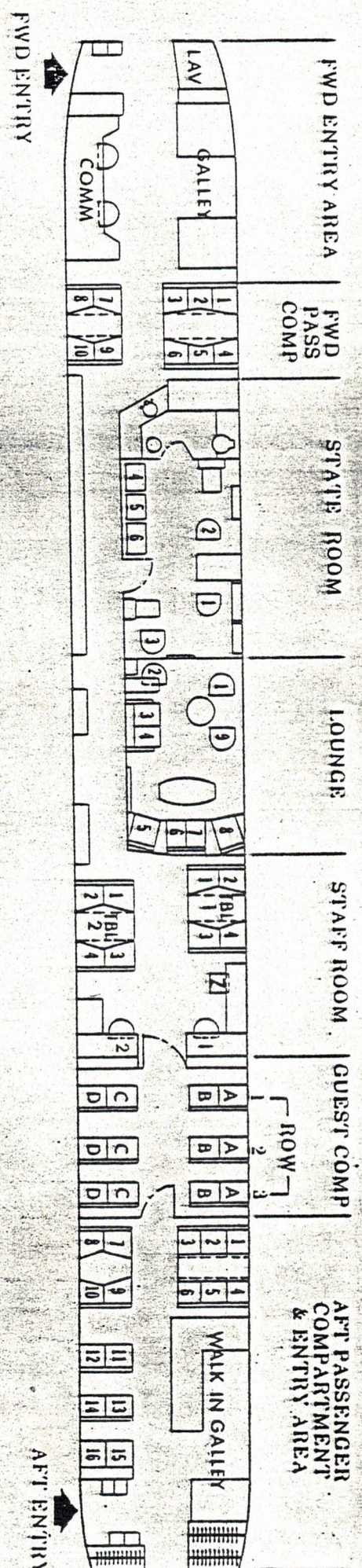
B. Utilize the Presidential Backup Aircraft (26000), but depart 18 July following the President's trip to Florida.

APPROVE _____ DISAPPROVE _____

C. Utilize an aircraft from the VC-137B fleet (58-6972)

APPROVE _____ DISAPPROVE _____

VC137C-26000 PASSENGER SEATING ARRANGEMENT



10 FWD PASS COMPARTMENT SEATS

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____

STATEROOM

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____

LOUNGE

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____

10 STAFF SEATS

TABLE #1

- 1. _____
- 2. _____
- 3. _____
- 4. _____

TABLE #2

- 1. _____
- 2. _____
- 3. _____
- 4. _____

SECRETARIAL UNIT

- 1. _____
- 2. _____

12 GUEST SEATS

ROW #1

- A. _____
- B. _____
- C. _____
- D. _____

ROW #2

- A. _____
- B. _____
- C. _____
- D. _____

ROW #3

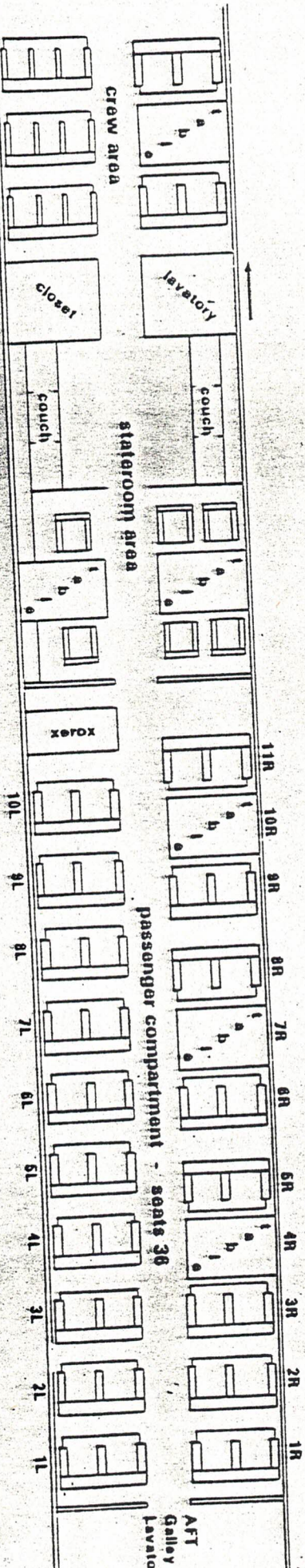
- A. _____
- B. _____
- C. _____
- D. _____

16 AFT PASSENGER COMPARTMENT SEATS

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____
- 16. _____

C-137B

Configuration A-1



Aircraft Number(s):

58-6971

58-6972

Normal:

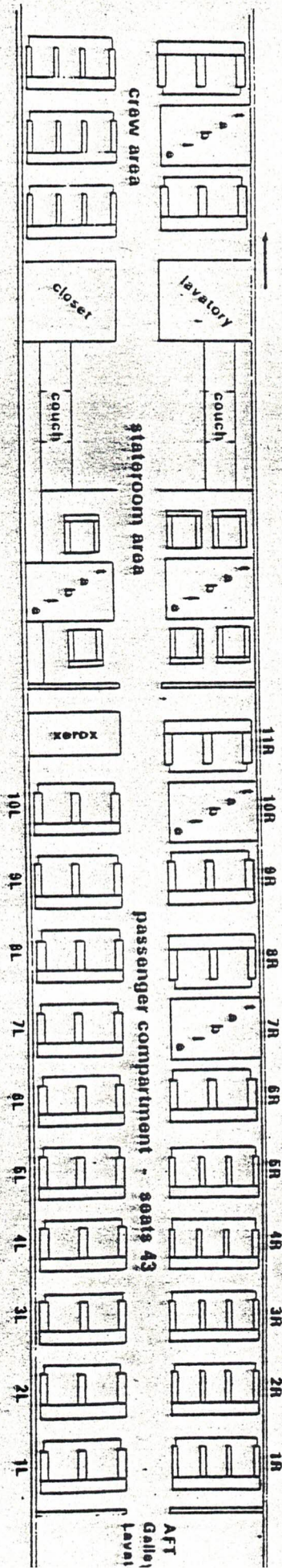
Sleeps 10 Passengers

Seats 42 Passengers (excluding couches)

23 Crew

C-137B

Configuration A-2



Aircraft Numbers:

58-6971

58-6972

Sleeps 10 Passengers

Seats 49 Passengers (excluding couches)

23 Crew

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

February 16, 1984

MEMORANDUM FOR:

MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR.

SUBJECT:

Use of C-20 in PRC

1. Problem. 707-type aircraft currently not allowed by Chinese to land in Xian.
2. Proposal. Utilize C-20 (Gulfstream) for Presidential transit (approximately 1.5 hours each way) Beijing to Xian.
3. Discussion. Although the C-20 has sufficient navigation equipment and range to be flown most places in the world, its communications capabilities do not provide coverage of the minimum national security requirements for the President outside the continental United States.
4. Recommendation. Do not utilize the C-20 for Presidential travel in the Peoples Republic of China.

Copy to:
James A. Baker, III
Robert C. McFarlane

File

File

*Brief
So what's their
solution to the
E. v. H. problem?*

*Thought
it was
because it
was only
2 engines?
Are there
going to equipt one
of these for POTUS?*

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

file here

February 16, 1984

MEMORANDUM FOR: MICHAEL K. DEAVER
FROM: EDWARD V. HICKEY, JR. *E.V.H.*
SUBJECT: Microburst and Presidential Aircraft

Late last year I directed the Presidential Pilot's Office to investigate various systems which could be used to detect "microbursts" such as occurred at Andrews AFB on August 1, 1983, shortly after Air Force One landed. Initial indications were that a ground-based Doppler radar system could be installed at Andrews to provide timely indications of this phenomenon. We've since discovered that this system is designed to collect data on wind shear and microburst, but does not lend itself to "real-time" requirements of detection and immediate notification to aircraft in the area.

The Departments of Defense, Transportation, Commerce and the FAA are all working on various Doppler systems which, hopefully, will be able to provide instantaneous information on microbursts (both ground based and airborne). These systems are all in the research and development stage, though, and will not be operational until 1989-1990.

I've directed Colonel Ruddick to monitor closely the development of these systems. In the meantime, he feels that the inertial system presently on board 27000 and 26000 enables him to determine if wind shear conditions exist, and to make timely decisions on whether to divert from the intended flight path.

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