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# WITHDRAWAL SHEET

## Ronald Reagan Library

**Collection Name** DEAVER, MICHAEL: FILES

**Withdrawer**

KDB 8/16/2011

**File Folder** MILITARY OFFICE (4)

**FOIA**

F97-0066/19

**Box Number** 48

COHEN, D

112

DOC NO	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
1	LETTER	TO RALPH GIBSON RE HIS LETTER TO DEAVER (W/NOTE ADDED)	1	10/8/1981	B6
2	LETTER	TO GIBSON	1	10/28/1981	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]

B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]

B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]

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]

C. Closed in accordance with restrictions contained in donor's deed of gift.



*FOR 'Dutch' from 'Hoot'*

**20 LARGEST COLLEGE FRATERNITIES**

FRATERNITY	YEAR FOUNDED	TOTAL INITIATES	ACTIVE CHAPTERS
Sigma Alpha Epsilon	1856	171,266	185
Sigma Chi	1855	155,500	173
Phi Delta Theta	1848	144,311	144
Lambda Chi Alpha <i>EUREKA</i>	1909	141,817	203
Kappa Sigma	1869	137,800	181
Tau Kappa Epsilon <i>EUREKA</i>	1899	127,891	293
Sigma Nu	1869	127,816	174
Alpha Tau Omega	1865	122,310	150
Sigma Phi Epsilon	1901	118,569	204
Beta Theta Pi	1839	117,500	109
Pi Kappa Alpha	1868	111,258	171
Zeta Beta Tau	1898	102,500	85
Phi Gamma Delta	1848	102,400	112
Delta Tau Delta	1858	94,815	115
Theta Chi	1856	92,143	147
Delta Upsilon	1834	80,640	85
Kappa Alpha Order	1865	80,315	105
Phi Kappa Psi	1852	63,489	81
Delta Sigma Phi	1899	62,584	95
Phi Sigma Kappa	1873	56,000	80



Dean Bottorff, delegate from Marietta, makes a comment from the floor of the assembly.

hours, gut-wrenching diets, and 20,000 miles of travel, to bring to our chapters inspiration, ideas, and fraternal excellence. They, too, are the greatest.

In programming, Lambda Chi Alpha has never been an organization to float with the tide. The Fraternity Education/Associate Member program, conceived by George Spasyk in the early '50's, introduced in 1969, and adopted as our official program of new member development in 1972, was clearly an idea whose time had come. The concept of Fraternity Education was designed not only to eradicate hazing, but to replace pledge training and pledge education with an exciting, positive, mature program in which there was no subservient nor second-class member. We are pleased that 90% of our chapters have adopted the Fraternity Education/Associate Mem-

APR 25 1981  
5 Nov. 1981

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*NO Document Description*

*No of Doc Date Restriction*  
*pages* *tions*

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1 LETTER

1 10/8/1981 B6

TO RALPH GIBSON RE HIS LETTER TO DEAVER  
(W/NOTE ADDED)

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

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2 LETTER TO GIBSON	1	10/28/1981	B6

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

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and ceremonies during overseas visits as examples. The briefing should be conducted at an appropriate time and place immediately prior to the commencement of the event

- o in conjunction with the social secretary, supervise the conduct and performance of military social aides, bands, troops and color guard at official dinners and receptions. Supervise all military ceremonies at the White House.
  - o receive all record traffic for the President when outside the White House coordinating the delivery with senior White House Staff.
  - o coordinate receipt of all gifts for the President when outside the White House.
  - o in the absence of the civilian aide, brief the President on his scheduled movements (outside the White House) and escort him to designated events.
  - o while at Camp David and Rancho del Cielo serve as liaison between the First Family and military support units to provide necessary services. Since the Military Office controls Air Force One, Marine One, Camp David, WHCA, stewards, garage and baggagemen, all contact with personnel of those units should go thru the military aide.
  - o there are many other duties that the military aide performs in conjunction with the President's travels, but are not mentioned in this memo because we are trying to focus on those situations here at the White House in which the aide historically has had a role.
3. In summary, the military aides want to do what ever is necessary to promote the proper image of the President as Commander-in-Chief to the rest of the world, but we are looking for some guidance from you as to specifically what you would like. The aides stand ready to answer any questions you may have.



MEMORANDUM

THE WHITE HOUSE

WASHINGTON

OCTOBER 28, 1981

MEMORANDUM FOR:

MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR. *EVH*

SUBJECT:

White House Aircraft Mission Summary

*send  
cc to JAB*

Attached are copies of our weekly mission summary for you and Jim Baker.

WHI<sup>TM</sup> HOUSE MISSIONS

DATE	AIRCRAFT	USER	ITINERARY
30 OCT	C-140	VP STAFF	BOSTON
30 OCT-1 NOV	C-135	DEPSEC STATE	ANTIGUA
30 OCT-1 NOV	C-9#1682	VP	KENNEBUNKPORT/BOSTON/TETERBORO
1 NOV	C-140	VP STAFF	TETERBORO, NJ
1-8 NOV	C-9/C-137	KING HUSSIEN	PRINCETON N.J./LOS ANGELES/HOUSTON
5-7 NOV	C-141	USSS/VPD	DES MOINES/LINCOLN/MINNEAPOLIS
6 NOV	C-137#27000	AIR FORCE ONE	NEW YORK
6-7 NOV	C-137#970	VP	DES MOINES/LINCOLN/MINNEAPOLIS
11 NOV	C-9#1682	VP	NEW LONDON, CT
12-13 NOV	C-141	USSS/VPD	LUBBOCK/MIDLAND
13-15 NOV	C-137#970	VP	HOUSTON/MIAMI
13-16 NOV	C-9	FIRST LADY	CALIFORNIA
14-19 NOV	C-135	SEC TREASURY	PEKING
17-20 NOV	C-141	USSS/VPD	DETROIT/CLEVELAND
18 NOV	C-137#970	VP	DETROIT
20 NOV	C-137#970	VP	CLEVELAND
23 NOV	C-9#1682	VP	NEW YORK
23-29 NOV	C-137#27000	AIR FORCE ONE	CALIFORNIA

C-140 ISO MAINTENANCE 2-6 NOV

<u>WHITF HOUSE MISSIONS</u>		<u>AIRCRAFT</u>	<u>USER</u>	<u>ITINERARY</u>
<u>DATE</u>			<u>VP STAFF</u>	<u>BOSTON</u>
30 OCT		C-140		
30 OCT-1 NOV	C-135		DEPSEC STATE	ANTIGUA
30 OCT-1 NOV	C-9#1682		VP	KENNEBUNKPORT/BOSTON/TETERBORO
1 NOV	C-140		VP STAFF	TETERBORO, NJ
1-8 NOV	C-9/C-137		KING HUSSIEN	PRINCETON N.J./LOS ANGELES/HOUSTON
5-7 NOV	C-141		USSS/VPD	DES MOINES/LINCOLN/MINNEAPOLIS
6 NOV	C-137#27000		AIR FORCE ONE	NEW YORK
6-7 NOV	C-137#970		VP	DES MOINES/LINCOLN/MINNEAPOLIS
11 NOV	C-9#1682		VP	NEW LONDON, CT
12-13 NOV	C-141		USSS/VPD	LUBBOCK/MIDLAND
13-15 NOV	C-137#970		VP	HOUSTON/MIAMI
13-16 NOV	C-9		FIRST LADY	CALIFORNIA
14-19 NOV	C-135		SEC TREASURY	PEKING
17-20 NOV	C-141		USSS/VPD	DETROIT/CLEVELAND
18 NOV	C-137#970		VP	DETROIT
20 NOV	C-137#970		VP	CLEVELAND
23 NOV	C-9#1682		VP	NEW YORK
23-29 NOV	C-137#27000		AIR FORCE ONE	CALIFORNIA

C-140 ISO MAINTENANCE 2-6 NOV

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

OCTOBER 13, 1981

MEMORANDUM FOR:

MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR. *EW*

SUBJECT:

White House Mission Schedule Summary

Attached is the weekly mission summary. The additional copy is for Jim Baker.

WHITE HOUSE MISSIONS

AS OF 13 OCT 1981

<u>DATE</u>	<u>AIRCRAFT</u>	<u>USER</u>	<u>ITINERARY</u>
10-16 OCT	C-141	USSS (VPD)	SANTO DOMINGO/BRAZILIA
11-17 OCT	C-137	VP	SANTO DOMINGO/BOGOTA/BRAZILIA/RIO/WILLIAMSBURG
11-17 OCT	C-141	USSS (VPD)	BOGOTA/RIO
13 OCT	C-140	SECRETARY TREASURY	OTTAWA
13-15 OCT	C-130&C-141	FEMA	THOMASVILLE, GA/DENTON, TX
14 OCT	C-140	PREADVANCE	NEW YORK/MORRISTOWN, NJ/PHILADELPHIA
14 OCT	C-140	MILITARY SUPPORT/ADVANCE OFFICE	CANCUN
14 OCT	C-141	USSS (PPD)	NEWARK
14 OCT	C-141	USSS (PPD)	PHILADELPHIA
15 OCT	C-140&C-9	AIR FORCE ONE	PHILADELPHIA/MORRISTOWN NJ
17 OCT	C-140	MILITARY SUPPORT	KEY WEST
17 OCT	C-141	MILITARY SUPPORT	CANCUN
18-19 OCT	VH3D	MARINE ONE	WILLIAMSBURG/YORKTOWN
19 OCT	C-140	ADVANCE OFFICE	CANCUN
21 OCT	C-9	VP	NORFOLK
21-24 OCT	C-140	FIRST LADY	NEW YORK
26-27 OCT	C-9	SECURITY LIAISON	LOS ANGELES
27-28 OCT	C-140	FIRST LADY	NEW YORK
30 OCT-1 NOV	C-9	VP	KENNEBUNKPORT/BOSTON

C-137#970 DEPOT MAINTENANCE THRU 31 OCT

<u>DATE</u>	<u>AIRCRAFT</u>	<u>USER</u>	<u>ITINERARY</u>
10-16 OCT	C-141	USSS (VPD)	SANTO DOMINGO/BRAZILIA
11-17 OCT	C-137	VP	SANTO DOMINGO/BOGOTA/BRAZILIA/RIO/WILLIAMSBURG
11-17 OCT	C-141	USSS (VPD)	BOGOTA/RIO
13 OCT	C-140	SECRETARY TREASURY	OTTAWA
13-15 OCT	C-130&C-141	FEMA	THOMASVILLE, GA/DENTON, TX
14 OCT	C-140	PREADVANCE	NEW YORK/MORRISTOWN, NJ/PHILADELPHIA
14 OCT	C-140	MILITARY SUPPORT/ADVANCE OFFICE	CANCUN
14 OCT	C-141	USSS (PPD)	NEWARK
14 OCT	C-141	USSS (PPD)	PHILADELPHIA
15 OCT	C-140&C-9	AIR FORCE ONE	PHILADELPHIA/MORRISTOWN NJ
17 OCT	C-140	MILITARY SUPPORT	KEY WEST
17 OCT	C-141	MILITARY SUPPORT	CANCUN
18-19 OCT	VH3D	MARINE ONE	WILLIAMSBURG/YORKTOWN
19 OCT	C-140	ADVANCE OFFICE	CANCUN
21 OCT	C-9	VP	NORFOLK
21-24 OCT	C-140	FIRST LADY	NEW YORK
26-27 OCT	C-9	SECURITY LIAISON	LOS ANGELES
27-28 OCT	C-140	FIRST LADY	NEW YORK
30 OCT-1 NOV	C-9	VP	KENNEBUNKPORT/BOSTON

C-137#970 DEPOT MAINTENANCE THRU 31 OCT

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

OCTOBER 5, 1981

*Send to Co.  
JTB*

MEMORANDUM FOR:

MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR *EVH*

SUBJECT:

Aircraft Mission Schedule Summary

Inclosed are copies of our weekly summary for your information. The additional copy is for Jim Baker.

WHITE HOUSE MISSIONS

<u>DATE</u>	<u>AIRCRAFT</u>	<u>USER</u>	<u>ITINERARY</u>
5-6 OCT	C-9	PREADVANCE	CANCUN
6-7 OCT	C-140	SECRETARY OF TREASURY	DALLAS/LOS ANGELES/SAN FRANCISCO
10-16 OCT	C-141	USSS (VPD)	SANTO DOMINGO/BRAZILIA
11-17 OCT	C-137	VP	SANTO BRAZILIA/BOGOTA/BRAZILIA/RIO
11-17 OCT	C-141	USSS (VPD)	BOGOTA/RIO
13-15 OCT	C-130&C-141	FEMA	THOMASVILLE, GA/DENTON, TX
15 OCT	C-137	AIR FORCE ONE	NEW JERSEY
18-19 OCT	VH3D	MARINE ONE	WILLIAMSBURG/YORKTOWN
21 OCT	C-9	VP	NORFOLK
21-24 OCT	C-137	AIR FORCE ONE	CANCUN
21-24 OCT	C-140	FIRST LADY	NEW YORK
27-28 OCT	C-140	FIRST LADY	NEW YORK
30 OCT-1 NOV	C-9	VP	KENNEBUEKPORT/BOSTON

C-137 #970 DEPOF MX 31 AUG-31 OCT  
 C-140 #492 INOP 6 OCT  
 C-137 #27000 LOCAL MX 6 OCT



<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
21 Jan	C-140	Warren Christopher	McGuire AFB - Andrews AFB
21 - 22 Jan	C-137C	Former President Carter	Andrews AFB - Robins AFB - Rhein Main, Germany - Robins AFB
27 Jan	C-137 (2)	Former Hostages	Stewart Field - Andrews AFB
27 Jan	C-9	Former Hostages	Stewart Field - Andrews AFB
6 - 8 Feb	C-9	Staff Advance	Andrews AFB - Pt Mugu - Andrews AFB
14 Feb	C-140	Mrs. Barbara Bush	Andrews AFB - White Plains, NY - Andrew
15 Feb	C-137B	The Vice President	Andrews AFB - Newark - Andrews AFB
17 Feb	C-140	Michael K. Deaver Richard Allen	Andrews AFB - Ottawa - Andrews
21 Feb	C-137	Staff & Staff Support	Andrews AFB - MCAS El Toro - Andrews AF
25 Feb	C-9	Staff & Staff Support	Andrews AFB - Ottawa - Andrews AFB
25 - 27 Feb	C-137	Delegation	Andrews AFB - Alaska - Andrews AFB
3 Mar	C-9	Staff & Staff Support	Andrews AFB - Ottawa
28 Feb - 4 Mar	C-135	Delegation	Andrews AFB - Seoul - Andrews AFB
2 - 3 Mar	C-140	Former President Ford	Palm Springs - Andrews AFB - New York
4 Mar	T-39	ADM Daniel J. Murphy	Andrews AFB - Dobbins AFB - Andrews AFB
5 Mar	C-140	Richard Allen	Andrews AFB - Miami - Andrews AFB
8 Mar	C-9	Staff & Staff Support	Andrews AFB - Ottawa - Andrews AFB
10 - 11 Mar	C-9	Secretary Haig, WH Staff	Andrews AFB - Ottawa - Andrews AFB
11 Mar	C-140	David Stockman	Andrews AFB - New York - Andrews AFB
13 Mar	C-140	First Lady	Andrews AFB - New York

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
14 - 17 Mar	C-9C	The Vice President	Andrews AFB - Georgia - Florida - Andre
17 - 18 Mar	C-9	Michael K. Deaver, Staff	Andrews AFB - Mexico City - Andrews AFB
21 Mar	C-137B	The Vice President	Andrews AFB - Langley AFB - Andrews AFB
27 Mar	C-140	Edwin Meese, III	Andrews AFB - Stewart Field
29 - 30 Mar	C-9	Staff & Staff Support	Andrews AFB - San Diego - Andrews AFB
30 Mar	C-141	Reagan Family	Los Angeles - Andrews AFB
30 Mar	C-137B	The Vice President	Andrews AFB - Texas - Andrews AFB
30 Mar	C-9	Prime Minister of the Netherlands	Boston - Andrews AFB
31 Mar	C-9	Reagan Family	Andrews AFB - Los Angeles
1 Apr	C-9	Prime Minister of the Netherlands	Andrews AFB - New York
7 - 10 Apr	C-135	Delegation	Andrews AFB - Geneva - Andrews AFB
6 Apr	C-140	Ambassador Kirkpatrick	New York - Andrews AFB
29 Mar	C-9	The Vice President	Andrews AFB - New York - Andrews AFB
3 - 11 Apr	C-137	Secretary of State	Andrews AFB - Cairo - Tel Aviv - Amman Riyadh - Rome - Madrid - London - Paris - Bonn - Andrews AFB
9 - 13 Apr	C-137	Mrs. Omar N. Bradley	New York - El Paso - Andrews AFB
12 Apr	C-137	The Vice President	Andrews AFB - Montgomery, AL - Andrews
19 - 20 Apr	C-137	The Vice President	Andrews AFB - New Hampshire - Texas - North Carolina - Andrews AFB
20 Apr	C-140	Edwin Meese, III	Andrews AFB - New Haven - Andrews AFB
23 - 24 Apr	C-137	The Vice President	Andrews AFB - Los Angeles - New Haven - Andrews AFB

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
27 Apr	C-137	The Vice President	Andrews AFB - New York - Andrews AFB
29 Apr	C-140	Ambassador Kirkpatrick	New York - Andrews AFB
1 - 6 May	C-137	Secretary of State	Andrews AFB - Rome - Brussels - Andrews AFB
4 May	C-137	The Vice President	Andrews AFB - Chicago - Andrews AFB
5 May	C-140	Staff Advance	Andrews AFB - Keesler AFB, MS - Andrews AFB
5 - 6 May	C-9	Staff Advance	Andrews AFB - Ottawa - Andrews AFB
7 - 27 May	C-140	Phillip Habib	London - Damascus - Tel Aviv - Damascus - Tel Aviv - Ridady - Damascus Tel Aviv - Paris
8 May	C-140	Stephen M. Studdert	Andrews AFB - Stewart, NY - Andrews AFB
7 - 8 May	C-137	The Vice President	Andrews AFB - New York - Pittsburgh - Andrews AFB
11 May	C-140	Ambassador Kirkpatrick	New York - Andrews AFB
14 - 17 May	C-137	The Vice President	Andrews AFB - Houston - Austin - Houston - Newburgh, NY - Andrews AFB
16 May	C-9	The First Lady	Andrews AFB - Keesler AFB, MS - Andrews AFB
18 May	C-137	The Vice President	Andrews AFB - Detroit - Andrews AFB
19 May	C-140	Ambassador Kirkpatrick	New York - Andrews AFB
26 May	C-137	The Vice President	Andrews AFB - New York - Andrews AFB
29 - 31 May	C-9	The Vice President	Andrews AFB - Rochester - Pease AFB, NH Andrews AFB
30 May - 2 Jun	C-140	Delegation	London - Warsaw - London
7 Jun	C-9	The Vice President	Andrews - Dayton, OH - Andrews AFB

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
7 - 20 Jun	C-140	Phillip C. Habib	Paris - Beirut - Jeddah - Damascus - Tel Aviv - Beirut - London
9 - 10 Jun	C-140	Ambassador Kirkpatrick	New York - Andrews AFB - New York
9 - 15 Jun	C-135	Secretary William P. Clark	Andrews AFB - South Africa - Namibia - Zimbabwe - Paris - Andrews AFB
10 - 26 Jun	C-137	Secretary of State	Andrews AFB - Hong Kong - Peoples' Republic of China - Philippines - New Zealand - Honolulu - Andrews AFB
14 - 15 Jun	C-9	Staff Advance	Andrews AFB - Texas - Los Angeles - Denver - Chicago - Andrews AFB
16 - 18 Jun	C-140	First Lady	Andrews AFB - New York - Andrews AFB
17 Jun	C-140	Richard V. Allen	Andrews AFB - Albany, GA - Andrews AFB
22 Jun	C-9	First Lady	Andrews AFB - Los Angeles
17 - 19 Jun	C-137	The Vice President	Andrews AFB - Denver - Phoenix - Albuquerque - Tulsa - St. Louis - Andrews AFB
19 - 21 Jun	C-9	The Vice President	Andrews AFB - Pease AFB, NH - Andrews
23 Jun	C-140	Richard V. Allen	Andrews AFB - New York - Andrews AFB
24 Jun	C-12	Edwin Meese, III	Andrews AFB - Newport, RI - Andrews AFB
23 - 26 Jun	C-137	The Vice President	Andrews AFB - Paris - London - Shannon, Ireland - Andrews AFB
29 Jun	C-140	Richard Darman, Staff	Andrews AFB - Denver
27 Jun - 3 Jul	C-137	The Vice President	Andrews AFB - Beaumont - Pt. Mugu - Honolulu - Philippines - Honolulu - Travis AFB, CA - Andrews AFB

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
3 - 6 Jul	C-9	The Vice President	Andrews AFB - Pease AFB
8 Jul	C-9	Staff, Staff Support	Andrews AFB - Ottawa - Andrews AFB
10 Jul	C-140	Staff Advance	Andrews AFB - Atlanta - Andrews AFB
10 - 12 Jul	C-9	Secretary of State	Andrews AFB - Bahamas - New York - Andrews AFB
9 - 25 Jul	C-140	Phillip C. Habib	Paris - Beirut - Tel Aviv - Jeddah - Tel Aviv - Paris
15 Jul	C-140	Secretary of Labor	Andrews AFB - New York - Andrews AFB
17 - 19 Jul	C-9	The Vice President	Andrews AFB - Pease AFB - Andrews AFB
18 Jul	C-140	Staff	Andrews AFB - Ottawa
19 - 21 Jul	C-140	First Lady	Andrews AFB - New York - Andrews AFB
21 Jul	C-140	Secretary of the Treasury	Ottawa - Andrews AFB
19 - 21 Jul	C-9	Staff, Support Staff	Andrews AFB - Ottawa - Andrews AFB
23 - 30 Jul	C-137	First Lady	Andrews AFB - London - Andrews AFB
23 - 26 Jul	C-9	Staff	Andrews AFB - Santa Barbara - Andrews AFB
31 Jul - 2 Aug	C-9	The Vice President	Andrews AFB - Pease AFB - Andrews AFB
5 Aug	C-140	Former President Ford	Colorado - Andrews AFB
11 Aug	C-140	Parliamentarian of the House	Andrews AFB - Barnstable, MA - Andrews AFB
12 Aug	C-12 (2)	Staff Advance	Santa Barbara - San Diego - Santa Barbara
13 Aug	C-140	Secretary of Commerce, Edwin Meese, III	Baltimore - Kansas City - Andrews AFB

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
25 - 26 Jul	C-9	The Vice President	Andrews AFB - Pease AFB - Andrews AFB
27 Jul	C-9	The Vice President	Andrews AFB - Atlanta - Baton Rouge - Austin - Andrews AFB
31 Jul - 2 Aug	C-9	Secretary of State, White House Staff	Andrews AFB - Cancun - Andrews AFB
7 Aug	C-9	The Vice President	Andrews AFB - Pease AFB
9 - 10 Aug	C-137	The Vice President	Pease AFB - Cleveland - New Orleans - Meridian - Biloxi - Andrews AFB
11 Aug	C-9	The Vice President	Andrews AFB - Atlantic City - Andrews
13 - 31 Aug	C-9	The Vice President	Andrews AFB - Pease AFB - Andrews AFB
14 Aug	C-9	The Vice President	Pease AFB - Newport, RI - Pease AFB
17 Aug	C-9	The Vice President	Pease AFB - Philadelphia - Lakehurst - Pease AFB
17 Aug	C-140	Richard Bond, VP Staff	Andrews AFB - Philadelphia - Andrews AFB
21 Aug	T-39	ADM Daniel Murphy	Andrews AFB - Pease AFB - Andrews AFB
27 Aug	T-39	Edwin Meese, III	Pt. Mugu - NAS Alameda - Pt. Mugu
1 - 7 Sep	C-9	The Vice President	Andrews AFB - Pease AFB - Andrews AFB
2 Sep	C-9	The Vice President	Pease AFB - New York - Pease AFB
2 Sep	C-140	First Lady	Chicago - Andrews AFB
3 Sep	C-140	Richard V. Allen	Paris - Bonn
3 Sep	C-140	Staff Advance	Andrews AFB - Chicago - Grand Rapids - Andrews AFB
11 Sep	C-140	Ambassador Kirkpatrick	Andrews AFB - New York

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
13 Sep	C-140	Ambassador Kirkpatrick	Andrews AFB - New York
15 Sep	C-140	Staff Advance	Andrews AFB - New Orleans - Andrews AFB
28 Aug - 19 Sep	C-135	Chief Justice Burger	Andrews AFB - Peking - Hong Kong - Andrews AFB
8 Sep	C-9	Prime Minister Begin	New York - Andrews AFB
11 Sep	C-9	Prime Minister Begin	Andrews AFB - New York
15 Sep	C-9	Prime Minister Begin	New York - Robins AFB - New York
16 Sep	T-39	Ambassador Kirkpatrick	New York - Andrews AFB
16 Sep	C-12	Ambassador Kirkpatrick	Andrews AFB - New York
17 - 19 Sep	T-39	Edwin Meese, III	Andrews AFB - Pope AFB - Grand Rapids - Tampa - St. Louis
19 - 21 Sep	C-9	Delegation	Andrews AFB - Belize - Andrews AFB
19 - 20 Sep	C-9	Staff Advance	Andrews AFB - Cancun - Andrews AFB
27 - 29 Sep	C-140	Secretary of Labor	Andrews AFB - Halifax, NS - Andrews AFB

<u>Date(s)</u>	<u>Type Aircraft</u>	<u>Principal(s)</u>	<u>Itinerary</u>
17 Aug	C-9	Staff	Los Angeles - Andrews AFB
18 Aug	C-9	Staff	Andrews AFB - Los Angeles - Andrews AF
22 Aug	C-137	Staff	Andrews AFB - Pt. Mugu - Andrews AFB
28 Aug	C-9	Staff	Andrews AFB - Denver - Santa Barbara - Andrews AFB



Effective 1 April 1981

<u>AIRCRAFT TYPE</u>	<u>DOD RATE</u>	<u>NON-DOD RATE (OTHER FEDERAL USER)</u>	<u>NON U.S. GOVERNMENT RATE</u>
C-137	\$ 5,221.00	\$ 7,871.00	\$ 9,234.00
C-135	\$ 3,775.00	\$ 4,929.00	\$ 5,567.00
C-9	\$ 1,973.00	\$ 2,941.00	\$ 3,299.00
C-140	\$ 1,613.00	\$ 2,539.00	\$ 3,095.00
C-141	\$ 3,396.00	\$ 4,204.00	\$ 4,626.00
C-130	\$ 1,241.00	\$ 2,388.00	\$ 2,849.00
C-5	\$11,051.00	\$13,492.00	\$15,993.00

FY 82 REIMBURSEMENT RATES

EFFECTIVE 1 OCT 81

<u>AIRCRAFT</u>	<u>DOD</u>	<u>NON-DOD OTHER FEDERAL USER</u>	<u>NON-US GOVERNMENT/F</u>
C-141 A/B	4,118	5,157	5,702
C-5	10,809	14,893	16,690
C-130 E/H	1,214	2,352	2,888
C-9 A	2,047	2,903	3,394
C-9 C	2,090	3,236	3,895
C-135 B	4,156	5,792	6,647
C-137 B/C	5,566	8,781	10,458
C-140 B	1,872	3,200	3,902

THE WHITE HOUSE  
WASHINGTON

June 17, 1981

Per Frank Hodsell -

verbal agreement between  
Baker/Brooks - don't label  
confidential but will remain  
within Brooks staff/committee  
and not made public

MEMORANDUM

THE WHITE HOUSE  
WASHINGTON

MAY 7, 1981

MEMORANDUM FOR: JAMES A. BAKER III

FROM: EDWARD V. HICKEY, JR.

SUBJECT: SUBMISSION OF WHITE HOUSE MANIFESTS TO THE BROOKS COMMITTEE

After thorough review of our proposed requirement to provide, "on a quarterly and confidential basis", manifests for all White House fixed-wing and helicopter missions to the Brooks Subcommittee, the following is offered for your consideration.

The Carter Administration was the first to comply with a Congressional request for such information. Manifests were provided on a semi-annual and public basis as copies were provided the White House Press Office at the same time they were forwarded to the committee. These manifests covered White House missions excluding Secret Service and military.

Additionally, there will inevitably be situations, the national, international, or political sensitivity of which will dictate extreme measures in safeguarding the integrity of negotiations or other government operations being conducted by this administration. I am not at all sure that the Democratic committee staff members would interpret the term "confidential basis" as we would. With the potential for leaks inherent in such a reporting system as that which is proposed, the opportunity for success of delicate and prolonged negotiations would be greatly impaired. Examples are: the U.S./North Vietnamese peace talks; the White House advance trips prior to the historic Presidential visits to China; the Middle East peace talks which included a mission to move the Israeli Ambassador to the Virgin Islands to meet with Henry Kissinger - this was accomplished with a military aircrew in civilian clothes flying an unmarked aircraft and using a commercial call sign; the aircraft requirements involved in moving the late Shah of Iran.

I am deeply concerned that the Democratic chairman of a Congressional Subcommittee and his staff would be in a position to compromise the confidentiality of Administration business.

It therefore remains my considered opinion that the policy of providing manifests to the Brooks Subcommittee is inappropriate.

THE WHITE HOUSE

WASHINGTON

Dear Representative Brooks:

I have been asked to respond, on behalf of the President, to your letter of March 4, 1981, concerning guidelines by which military passenger aircraft will be used in this Administration and a request that manifests continue to be provided on a quarterly basis to your Subcommittee.

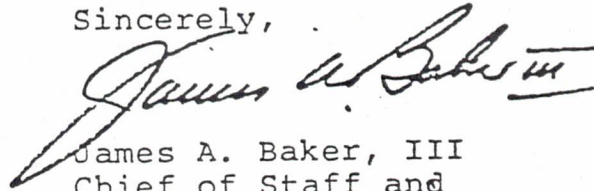
Guidelines pertaining to the use of military aircraft will continue to be those utilized by past Administrations, reiterated as follows:

- Military aircraft may be used by the President and Vice President as required by the duties of the Executive Office. Presidential and Vice Presidential travel, other than for political purposes, is official and need not be reimbursed. This includes travel by First Family members and members of the Vice President's family when in the company of the President and Vice President, or when travelling separately on official business. White House staff accompanying the President and Vice President for the purpose of assisting the principals in carrying out the duties of office will also travel aboard military aircraft on a non-reimbursable basis. Appropriate reimbursement will be made for the use of military aircraft for any and all political purposes.
- Other Executive Office staff may use military aircraft only when the use of commercial aircraft is not feasible or at such times as a specific situation might dictate that it is in the government's best interest. In addition, military aircraft may be used by special designees of the President when on official business, to include humanitarian situations and situations involving the security and well being of the Nation. Military aircraft may also be used for the transportation of foreign heads of government and high-ranking dignitaries as deemed appropriate by the President.
- Military aircraft will be used for travel by individuals on non-official business on a reimbursable basis only. This includes members of the First Family and members of the Vice President's family not on official business and not in the company of the President or the Vice President, as well as other Presidential and Vice Presidential designees not on official business.

- Military aircraft may be used to promote the orderly transfer of executive power for a period of six months after leaving office under the Presidential Transition Act of 1963. Subsequent to the transition period, a former President or member of a former First Family may be furnished military aircraft, and the President may authorize the use, as provided for in paragraph 3 or when properly authorized by the Secretary of the Treasury subject to all provisions herein.

Regarding your request that copies of manifests for all White House fixed-wing and helicopter missions be provided to the Subcommittee, we will continue the practice of the previous Administration of providing these to the Subcommittee on a quarterly and confidential basis.

Sincerely,



James A. Baker, III  
Chief of Staff and  
Assistant to the President

Honorable Jack Brooks  
Chairman  
Legislation and National Security Subcommittee  
of the Committee on Government Operations  
Congress of the United States  
Washington, D.C. 20515

THE WHITE HOUSE

WASHINGTON

Dear Representative Brooks:

I have been asked to respond, on behalf of the President, to your letter of March 4, 1981, concerning guidelines by which military passenger aircraft will be used in this Administration and a request that manifests continue to be provided on a quarterly basis to your Subcommittee.

Guidelines pertaining to the use of military aircraft will continue to be those utilized by past Administrations, reiterated as follows:

- Military aircraft may be used by the President and Vice President as required by the duties of the Executive Office. Presidential and Vice Presidential travel, other than for political purposes, is official and need not be reimbursed. This includes travel by First Family members and members of the Vice President's family when in the company of the President and Vice President, or when travelling separately on official business. White House staff accompanying the President and Vice President for the purpose of assisting the principals in carrying out the duties of office will also travel aboard military aircraft on a non-reimbursable basis. Appropriate reimbursement will be made for the use of military aircraft for any and all political purposes.
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Regarding your request that copies of manifests for all White House fixed-wing and helicopter missions be provided to the Subcommittee, it is the opinion of this Administration that the policy of doing so is inappropriate, unnecessary, and should not be continued.

Sincerely,

JAMES A. BAKER, III  
Chief of Staff and Assistant  
to the President

The Honorable Jack Brooks  
Chairman  
Legislation and National Security Subcommittee  
of the Committee on Government Operations  
Congress of the United States  
Washington, D.C. 20515



March 17, 1981

Dear Jack:

The President has asked me to respond to your March 4 letter requesting information on the use of military aircraft by the Executive Office of the President.

Please be assured that I will see that the proper staff members are made aware of your request. I am certain that you will be receiving the required information as soon as possible.

With cordial regard, I am

Sincerely,

Max L. Friedersdorf  
Assistant to the President

The Honorable Jack Brooks  
House of Representatives  
Washington, D.C. 20515

MLF:CMP:KIR:kir

JOANIE STEVENS

cc: w/inc to ~~Fred Fielding~~ for appropriate handling

# Congress of the United States

## House of Representatives

LEGISLATION AND NATIONAL SECURITY SUBCOMMITTEE

OF THE

COMMITTEE ON GOVERNMENT OPERATIONS

RAYBURN HOUSE OFFICE BUILDING, ROOM B-373

WASHINGTON, D.C. 20515

March 4, 1981

011744

Honorable Ronald W. Reagan  
President of the United States  
The White House  
1600 Pennsylvania Avenue, N.W.  
Washington, D.C. 20500

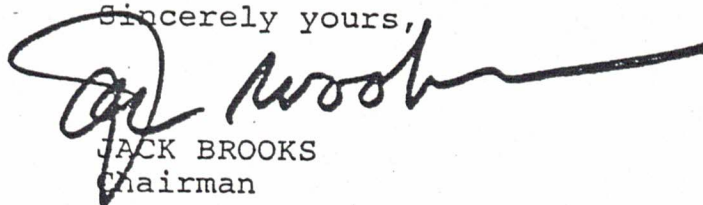
Dear Mr. President:

The Subcommittee on Legislation and National Security is continuing its review of the use of military passenger aircraft by the government. Included in this review is the use of such aircraft by the Executive Office of the President.

It will be most helpful if the Subcommittee could be provided a copy of the guidelines under which military passenger aircraft will be used in your Administration. In addition, it would be appreciated if the Subcommittee continues to be provided with copies of the manifests on a quarterly basis of all fixed-wing and helicopter flights either made by or arranged by the Executive Office of the President.

Thank you for your cooperation.

Sincerely yours,



JACK BROOKS  
Chairman

P.S. This will not include the Succession  
to the Sequoia! J.B.

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

SEPTEMBER 29, 1981

*file*

MEMORANDUM FOR:

→ JAMES A. BAKER, III  
MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR. *EVH*

SUBJECT:

Use of C-137#26000 by Vice President Bush

In response to a request from the Vice President's Chief of Staff, I have authorized a one-time exception to our policy of retaining C-137#26000 for use exclusively as the Air Force One backup.

This decision was made in view of the Vice President's short notice trip to Caracas on 1 October as head of the Presidential Delegation, the fact that his primary aircraft, C-137#86970, is in depot maintenance until 31 October, and that we have no planned Presidential travel during this time frame. This support is understood by all involved as being provided on a one-time basis only.

MEMORANDUM

THE WHITE HOUSE  
WASHINGTON

July 22, 1981

*JAB / J. Rogers*

*Comments?*

MEMORANDUM FOR:

JAMES A. BAKER, III  
MICHAEL K. DEEVER

FROM:

EDWARD V. HICKEY, JR. *EWH*

SUBJECT:

Funding for White House Stenographic Contract

In reviewing the functions of the White House Military Office and those units that are responsible to it, I have discovered a situation which I believe should be taken care of by the Administration. The White House Communications Agency (WHCA) is providing funding for commercial stenographic support to the White House Press Office.

This funding originated during the Johnson Administration beginning July 1, 1967. The first contract was for approximately \$70,000.00. The projected cost for year 1982 is \$250,000.00. The cost to Department of Defense just for the 1970 - 1980 time period was \$1,798,555.00. The Department of Defense has experienced increasing difficulties in justifying this expenditure since it obviously does not fall within the parameters of communications service. There are additional reasons why this funding is questionable and they are as follows:

- WHCA is not a user of the stenographic service provided to the Press Office.
- WHCA has absolutely no involvement in the daily management or supervision of stenographic personnel. These personnel work directly for the White House Press Office.
- WHCA's Contracting Technical Representative must verify the monthly service, and manpower requirements that were necessary to perform the contract and those authorize payments.
- The only authority the Military Office has is that the contract is awarded to the lowest bidder, after that the Press Office assumes control.

Contractual actions, to assure continuation of services, has already been provided, and a new contract is due to be signed in October.

In our efforts to determine each units area of responsibility, method of operation and efficiency, and because of my desire to have these units operate legitimately without having to hide things. I feel it is necessary that funding for the commercial stenographic contract be transferred to either the Office of Administration or General Services Administration.

I would appreciate your opinion and I hope you concur with my findings.

THE WHITE HOUSE

WASHINGTON

July 14, 1981

*Set-up  
meeting with  
EVH -*

MEMORANDUM FOR MICHAEL K. DEEVER

FROM: EDWARD V. HICKEY, JR. *EVH*

SUBJECT: Replacement of the C-140B Jetstar

File  
*Col. Milner  
says: no  
need  
now.  
8-14-81*

The following is provided in response to your memorandum of July 9, subject same as above.

1. What is the net cost of replacing?

Current estimates for replacement aircraft from Canadair and Gulfstream American Corporations, the only manufacturers which produce aircraft with a 14 - 18 passenger capacity, range from 10 to 12 million dollars per plane. The estimated open market value of the Jetstar is one quarter to one half million dollars per plane. A poor alternative to acquiring replacement aircraft is to reengine the C-140B at a cost of 4 million dollars per aircraft. Fuel efficiency would be improved over the current version but not to standards of available replacement aircraft and passenger capability would still be limited. The Air Force program has been refined to provide three replacement aircraft in FY 82 with an option for additional aircraft (up to a total of 11) in FY 83 and 84. Based on the assumption that 11 aircraft will eventually be acquired, estimated net cost would range from 101.75 to 126.5 million dollars. These estimates, of course, include a number of variables, but are the best figures available. The Air Force is working their program with Congress based on needs and long term cost effectiveness, not in terms of White House desires. Again, as indicated in my May 4 memorandum, it is in our interests to provide the greatest possible impetus to perpetuate the interest in this program.

2. How old is the aircraft?

20 years

3. What kind of shape?

Maintenance costs for the C-140B continue to increase while reliability declines. The C-140 has accounted for 62.5% of the Special Air Mission delays encountered thus far in 1981. As the aircraft ages, more diverse failures are encountered, and replacement parts are increasingly difficult to obtain. Since the C-140 and its civilian counterpart are no longer in production, local fabrication of replacement parts is more frequently required.

4. Is the replacement far more advanced?

Replacement aircraft offer extended range up to 4000NM making non-stop transcontinental and transoceanic missions possible. Currently available aircraft can carry 5 to 10 more passengers than the C-140. Engines available are more fuel efficient (325 gallons per hour versus 589 gallons per hour for the C-140), quieter, and more powerful which enhances non-stop capability from short runways. Aircraft systems are simpler and generally provide better reliability through modern technology. These new aircraft contain updated avionics and flight systems and, because of their size, provide increased interior space for greater passenger comfort and baggage storage. Maintenance costs are estimated to be only 20% of C-140 costs.

MEMORANDUM

THE WHITE HOUSE  
WASHINGTON

July 9, 1981

TO: EDWARD V. HICKEY, JR.  
FROM: MICHAEL K. DEEVER  
SUBJECT: Replacement of the C-140B Jetstar

These are Jim Baker's questions:

1. What is net cost of replacing?
2. How old is the aircraft?
3. What kind of shape?
4. Is the replacement far more advanced?

All these questions are important to the political consideration.



THE WHITE HOUSE

WASHINGTON

May 4, 1981

JAB

your thoughts?

Nicho

MD:

① What is not cost of replacing?

② How old is the aircraft

③ What kind of shape?

④ Is the replacement far more advanced?

all these fees are imp.

to the political consid.

JAB

type memo reflecting JAB's questions

MEMORANDUM FOR

MICHAEL K. DEAVER

FROM

EDWARD V. HICKEY, JR.

SUBJECT

Replacement of the C-140B Jetstar

The Air Force is in the process of identifying a replacement aircraft for the C-140B Jetstar. I have taken action to insure that DoD consider a replacement aircraft that is more economical to operate with high speed cruise, coast-to-coast capability and seating capacity for 14-18 passengers.

The air Force program, with total funding of \$170.3M, calls for replacement of all 11 of its C-140 aircraft (6 at Andrews AFB, MD and 5 at Ramstein AB, Germany). This, of course, includes C-140 tail number 12492 which, along with C-137s 27000 and 26000, comprise the "Presidential Fleet". A new aircraft meeting requirements of greater range and seating capacity, while providing for more economical utilization would greatly enhance our ability to facilitate more flexible scheduling of Presidential travels. This would be most beneficial during periods of heavy travel such as campaigns.

DoD has taken action to accelerate the replacement program. The Air Force plans to reprogram funds (\$25K) in FY81 to begin work on a Request for Proposal and initiate the source selection process. Along with this DoD action, it would behoove us to provide whatever impetus possible from our end. If Congress authorizes an add-on to the FY82 budget (\$44M for procurement of the first 3 aircraft) the Air Force could have the first aircraft by the end of calendar year 1981. If the momentum is not perpetuated and this add-on is not authorized for FY82 budget which Congress is now working, we would probably have to start over from scratch to insure that the program would be picked up in the FY 83 budget. FY83 money would have the first aircraft in place in early 1983 at best.

Recommend the Legislative Liaison Office begin priming Congress for early acceptance of DoD/AF proposals concerning C-140 Jetstar replacement aircraft.

approve \_\_\_\_\_

disapprove \_\_\_\_\_