

# Lost Plane a Pueblo-Type Spy

By Richard Homan  
Washington Post Staff Writer

The U.S. Navy plane missing off North Korea might best be described as an elaborate electronic listening device and transmitter packed into the shell of a Lockheed Super Constellation that has been specially modified.

Almost identical versions of the plane, which can stay in the air for long periods of time, have been used by the Navy and Air Force for nearly two decades for a variety of missions ranging from sampling air in the eye of a tornado to electronic eavesdropping to jamming enemy radar over North Vietnam.

Though the Pentagon would not discuss the mission of the missing plane, it is almost certain that it included the monitoring of radio communication—probably Russian and Chinese as well as North Korean—and the detection of radar activities.

In this respect, the activities of the four-engine propeller-driven EC-121 resembled those of the USS Pueblo, the Navy intelli-

gence ship seized by North Korea in January 1968.

The EC-121 is a modification of the commercial and troop carrier versions of the Super Constellation, which flew most major airline routes before jets were introduced.

Its speed is 300 miles an hour and its range is 6500 miles—compared with the 370-mile-an-hour speed and 3500 plus range of the basic Super Constellation.

The EC-121 has more powerful engines than the Super Constellation and it carries wing-tip fuel tanks to allow it to remain in the air 20 or more hours.

About six tons of electronic equipment is packed into the area otherwise used for cargo or passengers. Special radar equipment is mounted on huge domes protruding from the top of the fuselage and in sensors trailing from the belly.

The flying crew of a Super Constellation is three to five members, but the EC-121 reconnaissance plane carries a crew ranging from 18 to more than 30.

The size of the crew depends on the electronic

tasks involved in the mission.

Similar reconnaissance missions have carried technicians to monitor communications, interpreters to provide immediate translations, maintenance personnel to keep the sensitive machinery in working order, a second flight crew for lengthy missions and sometimes armed guards to prevent intermingling between the flight crew and the highly classified activities in the intelligence section of the plane.

Because much of the communication to be monitored follows a line-of-sight track and does not reach beyond the horizon, airplanes such as the EC-121 have a decided advantage over ships such as the Pueblo. From their height of 25,000 feet or more, they can intercept the communications without moving as close to the foreign shore as a ship must.

One role of EC-121 reconnaissance flights has been to intercept signals, make a permanent record of their "electronic fingerprints" and relay the information to the National Security Agency

headquarters at Fort Meade near Washington.

Through much of the last two decades, EC-121s flown by the Air Force from Otis AFB on the East Coast and McClellan AFB on the West Coast have been used as an off-shore radar watch that is, in effect, an aerial extension of the North American Air Defense Command's DEW line—a Distant Early Warning protection against enemy planes and missiles.

The plane is also used routinely in the southeast United States for advance hurricane warning, penetrating storms at 500 to 1000 feet above the water and rising into the eye of the hurricane, gathering data on wind force and direction.

In Vietnam, a task force of the EC-121s is used to monitor enemy communications and also, through electronic emissions, to jam radar in enemy planes and ground facilities. From far offshore, the EC-121s played a major role during bombing runs over North Vietnam by emitting a protective electronic screen that jammed ground radar devices.

# CAUTION ON PLANE URGED IN CAPITAL

Legislators of Both Parties  
Voice Anger but Oppose  
Hasty Retaliation

By PETER GROSE

Special to The New York Times

WASHINGTON, April 15—

Legislators of both parties expressed anger and frustration today over what several called the "flying Pueblo," but most cautioned the Nixon Administration against any hasty military retaliation.

North Korea's action seemed to pose the starkest international challenge in President Nixon's first three months in office.

In political terms, it was particularly awkward after Mr. Nixon's frequent campaign taunts against the Johnson Administration for letting the Pueblo, an electronic monitoring vessel with a function similar to that of the reconnaissance aircraft downed today, be seized by a "fourth-rate military power."

## Decisions Postponed

The House Republican leader, Gerald R. Ford of Michigan, emerged from a White House briefing saying that the President had "several options" open to him, but that nothing is to be decided until the Administration obtains more than the "fragmentary information" so far available on the incident.

The key problem for Administration policymakers was the possibility that any survivors among the 31 crewmen were in North Korean hands.

Until the fate of the crew is cleared up, Administration officials said, no decision can be made on how the United States should prudently respond.

After the seizure of the Pueblo in January, 1967, President Johnson ruled out any military retaliation because it was known that the 82 surviving crewmen were held, in effect as hostages, by the North

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Koreans.

The Senate Republican leader, Everett M. Dirksen of Illinois, who had been even more critical than Mr. Nixon of President Johnson in the Pueblo case, told newsmen that diplomacy, rather than any military reprisal, should be the first course considered by the President.

"I don't like to see the blood just come so quickly," Senator Dirksen said.

Senator Hugh Scott, Republican of Pennsylvania, said the Administration was considering "all appropriate measures."

On the Democratic side, Senator Gale McGhee of Wyoming said: "In our world today, with electronic spying, there are bound to be such cases. It is essential in this case, just as in the Pueblo case, that we don't lose our cool and set in motion irretrievable action which could heighten the crisis."

## Two Questions Raised

Two immediate questions were raised by the downing of the reconnaissance plane. Is this kind of electronic monitoring necessary and worth the evident risks involved? If the Administration's judgment is that missions are necessary for intelligence and security, can they not be better protected from hostile attack?

Senator J. W. Fulbright, chairman of the Foreign Relations Committee, spoke to the first point.

"I can't conceive of any in-

formation these planes pick up that warrants the kind of risk they are taking," he said, adding that he could not understand why "we have to be concerned about what the North Koreans are saying among themselves."

Senator Stuart Symington, the Missouri Democrat, said:

"We can't go on indefinitely like this—something has got to give. The question is whether or not we are already overextended in our commitments around the world."

Several Republican legislators told newsmen after the President's regular Tuesday morning meeting with his party's Congressional leaders that the propeller-driven reconnais-

sance plane was a "sitting duck" for fighter attack.

This brought up the issue of protection, which Mr. Nixon had himself raised during the campaign in criticism of President Johnson.

Referring to the Pueblo case, Mr. Nixon said in his election campaign: "What we should have done was to bring in the power to defend that ship or get it out of those waters. Let's not let that happen again, and I won't let that happen."

"During the three weeks before the ship was seized—when North Korea was warning and threatening us—we should have either moved in with cover for the ship or we should have pulled it out of there. I would

have made certain one of these two actions were taken."

In his acceptance speech at the Republican National Convention on Aug. 8 last year, Mr. Nixon said:

"When respect for the United States of America falls so low that a fourth-rate military power like North Korea will seize an American naval vessel in the high seas, it is time for new leadership to restore respect for the United States of America."

Senator Dirksen said after this morning's briefing that seven or eight reconnaissance missions similar to the one that ended today had been carried out in recent months, at a rate of "perhaps two a month."

## Some of Crewmen on Downed Plane

The Pentagon made public today the names of some of the crewmen aboard the Navy EC-121 aircraft reported shot down by North Korea and said that other names would be made public as next of kin were notified.

### The men are listed as missing

In a departure from past policy, the Pentagon provided the names of nearest relatives and home towns. The information which might be used by captors interrogating prisoners, is usually withheld.

A Pentagon spokesman said that the listing of the home towns did not necessarily mean that no hope was held that the men were alive.

The names follow:

COLGIN, Bernie Joel, aviation electronics technician 1st Cl., husband of Mrs. Teruyo Sakai Colgin, Yokohama, Japan.

McNAMARA, Marshall Harry, aviation machinist's mate, husband of Mrs. Elba Joanna McNamara, Yokohama, Japan.

SUNDBY, communications technician 3d Cl., son of Mr. and Mrs. Chester Julian Sundby, Camas, Wash.

RANDALL, Frederick Arthur, communications technician 2d Cl., husband of Mrs. Nancy Carol Randall, Yokohama, Japan.

SMITH, Richard Earl, communications technician chief, husband of Mrs. Geraldine Naftel Smith, Phoenix, Ariz.

POTTS, John Howard, communications technician 1st Cl., son of Mrs. Lyla Belle Fulenwider, Forest, Miss.

GLEASON, Dennis Baird, Lieut., husband of Mrs. Stefanie Frances Gleason, Atsugi, Japan.

ROACH, James Leroy, aviation electronics technician 1st Cl., husband of Mrs. Ronnelle Cecelia Roach, Japan.

DuCHARME, Gary Ray, communications technician 3d Cl., husband of Mrs. Sally Ann DuCharme, Yokohama, Japan.

TAYLOR, Robert Frank, Lieut., husband of Mrs. Eileen Terese Taylor, Yamato, Japan.

McNEIL, Timothy Harlan, aviation electronics technician 2d Cl., son of Mr. and Mrs. Robert Harlan McNeil, Pleasanton, Calif.

SWEENEY, Richard Edson, Jr., aviation electronics technician 1st Cl., husband of Mrs. Yoko Sweeney, Nishitsuruma, Japan.

CONNORS, Ballard Franklin, Jr., aviation machinists mate 1st Cl., husband of Mrs. Primitiva Connors, Astugi, Japan.

GRAHAM, Gene Kenneth, aviation electronics technician 3d Cl., son of Mr. and Mrs. Kenneth Lyle Graham, Northville, Mich.

RIBAR, Joseph Richard, Lieut. (jg.), husband of Mrs. Emma Jean Ribar, Atsugi, Japan.

HORRIGAN, Dennis Joseph, aviation electronics technician 2d Cl., son of Mr. and Mrs. John Lawrence Horrigan, Framingham, Mass.

CHARTIER, Stephen Curtis, aviation electronics technician 1st Cl., husband of Mrs. Phylis Chartier, Yokohama, Japan.

SINGER, John Halleck, Lieut., husband of Mrs. Janice Ann Singer, Atsugi, Japan.

BALDERMAN, Louis Francis, aviation machinist's mechanic 2d Cl., son of Mr. and Mrs. James Duffy Balderman, Philadelphia.