(U) **Aerial Surveillance Along the Border**

Although there had been aerial surveillance along the eastern borders the early days of the occupation, there was a large scale upgrade of both the command's reconnaissance aircraft and surveillance equipment during the 1960s. USAREUR had received its first three operational AN/APS-85 Side-Looking Airborne Radar (SLAR) systems in the latter part of 1959 for use by V Corps, VII Corps, and US Army Southern European Task Force (USASETAF). One system had been previously tested by the US Army Surveillance Unit, Europe, and stationed at Lenggries in the Federal Republic. The equipment produced photographic records of radar pictures of the ground and had a maximum range of 40 miles on either side of the aircraft. The SLAR was installed on the L-23, and by 1962 on the specialized RL-23D (one reference said it was on the RU-8D also).[35] Initially, USAREUR was not overly impressed with the new system and rated it marginally effective: "The device showed little promise of producing information of value that could not be produced by other means."[36]

(U) The initial skepticism about SLAR's usefulness gave way as the system was upgraded in subsequent years. Actually, there were several significant improvements in USAREUR's aerial surveillance capabilities during this period. The new OV-1 Mohawk all-weather, long-range surveillance aircraft arrived within the command on 12 September 1961, when 12 were assigned to the Seventh Army. In 1962 three types of serial surveillance configurations on Mohawk aircraft were being tested in the command: the OV-lA model, which was equipped with the KS-61 photographic, system; the OV-1B model, which was equipped with the new AN/APS-94 SLAR; and the OV-1C model, which was equipped with an AN/UAS-4 infrared sensor. The test results of the three configurations were successful with those of the SLAR-configured OV-1B indicating that the new ANIAPS-94 SLAB was a great improvement over the previous radars (both the AN/APS-85 and the subsequent system, AN/APS-86). The command had initially wanted to mount all three surveillance systems in one aircraft, thus reducing the number of aircraft required, as well as requirements for maintenance and technical personnel, while increasing the operational flexibility of the multipurpose aircraft. However, by 1965 it had settled on two aircraft configurations that merged two of the surveillance systems: the OV-1B model was equipped with the AN/APS-94 SLAR and the KS-61 camera system; and the OV-1C was equipped with the AN/UAS-4 infrared sensor and the KS-61 camera system.[37]

(U) There had been problems with the OV-1 Mohawk aircraft during the 1962 test period which indicated that several modifications were