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OXC 3574

Copy 7 of 7

25 JUN 62

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report (LAG and Area, 30 May - 2 June 1962,

[Redacted]

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1. The primary objectives of the trip were:

a. Represent Headquarters Operations at a parachute meeting on 31 May at LAG.

b. Acquaint two TSD development engineers with the cockpit arrangement in both OXCART and IDEALIST vehicles. These engineers are engaged in the development of a map presentation device to be used inflight which will allow destruction in the event of trouble.

2. Parachute and Suits:

The meeting convened at Lockheed on Thursday, 31 May. Representatives from Fireweel, Lockheed, and Test Center El Centro were present. The meeting was conducted by [Redacted] General Flickinger joined the group on Friday [Redacted] where the Lockheed test pilots were suited up to demonstrate cockpit mobility. The basic problem involved difficulty in reaching controls on rear side consoles. It was decided to modify both the parachute and the suit to increase mobility. The minor chute modifications include a slightly narrower metal pan and are of such a slight nature as to not invalidate the test work which has already been completed. [Redacted] indicated (that he has three more live jumps scheduled). The suit will be re-worked to remove the blanket insulation to increase freedom movement. It was the opinion of the group that this would be a major factor in solving the problem.

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DOCUMENT NO. 78
NO CHANGES TO CLASS.
 INDEXED
CLASS. BY [Redacted]
NEXT REVIEW DATE: 2012
AUTHORITY: [Redacted]
DATE: 10 Feb 62 [Redacted]

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3. Map Device:

It was very fortunate that TSD engineers [redacted] were able to make the trip at this particular time since they were able to attend both the parachute meeting on Thursday and the cockpit demonstration at [redacted]. As a result they were impressed with the attention directed towards cockpit arrangement and the pilot/suit/cockpit relationship. On Thursday afternoon arrangements were made by [redacted] to have a U-2 available for demonstration with pilot [redacted] suited up in full gear. This allowed [redacted] to see the U-2 configuration and pilot environment. [redacted] gave an excellent presentation. Their development work is aimed at producing a device in the shortest time for the U-2, with growth possibilities for A-12 adaptation; therefore, these coincidental opportunities were most timely.

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4. Camera/Take:

This U-2 is the E-K test vehicle, so we were able to spend time with these people and receive a demonstration of the camera. We enjoyed a discussion on the general aspects of the equipment, with particular emphasis on destruction of the take in event of emergency. This portion of the trip was profitable by product. [redacted] has agreed to forward a copy of their trip report to [redacted] and to indicate their preliminary plans for development and delivery of a suitable device.

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5. Area Operations Personnel:

During our visit to [redacted] on Friday, [redacted] catching spent most of the time with [redacted] and [redacted]. The following discussion items are worthy of note:

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a. A-12 Emergency Procedures:

[redacted] reiterated his deep concern regarding the fact that we have not coordinated the emergency procedures to handle an A-12 situation. We outlined the progress to date, but could not give him a delivery date.

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b. Inflight Maps/Charts:

Maps and charts to be used in the A-12 were discussed as well as the means to contain them. It was generally agreed that if a map is to be used, it will be very simple in detail, small in size, and of a scale approximately 1:5,000,000. It was pointed out that liaison with ACIC is being established by Intelligence/Operations in order to process recommendations from [] when they become available as a result of the test flight program.

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c. Planning Maps/Charts:

Wall maps for briefing presentations were discussed and it was agreed to attempt development of a GNC type presentation provided that matching panels could be developed. This will be discussed with ACIC as soon as liaison has been established.

d. Instrument Arrival/Departure Procedures:

Arrival/departure plates are being developed by [] and are now in the final phases. These were delayed somewhat due to GCA and UHF/DF not being available to test the patterns. However, it is now expected that they will be completed shortly.

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e. DD Form 175 for USAF Aircraft:

[] discussed the Form 175 with reference to location of the aircraft and indicated Headquarters instructions would be forwarded shortly.

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f. A-12 Ground School:

Phase II of the A-12 ground school is to be accomplished when test flight data becomes available. [] felt that such data would not be available until after the middle of August and school planning should not be considered prior to that time.

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g. Air Refueling:

The coordinates of the air refueling area to be used for test flight were confirmed and [] will relay these to FAA. This area is expected to be in use by 15 July and since [] (FAA) will visit [] 11 June he should be in a position to present final coordination on this item.

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h. [] (Base Operations Officer):

While in [] office, he was interrupted by a call from Colonel Geary with reference to their request for assistance in obtaining [] transfer to [] (to act as F-101 training officer and possibly base operations officer). After some discussion, Colonel Geary did agree to make a by-name request for [] and attempt to obtain his PCS transfer to []

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i. Computers:

Considerable discussion ensued reference to computer flight planning. This will be the subject of a separate memorandum; however, it suffices to indicate that we were all in agreement that computer programming should be commenced as soon as possible.

j. Tankers:

[] expressed concern relative to the tanker requirements and support coordination with SAC.

k. Communications:

[] are both anxious to push on with coordination to acquire the necessary control communications facilities including voice (point-to-point), teletype, and voice (air-ground) SSB forward bases.

l. Air Refueling Rendezvous (ARC-50):

Query was made regarding the development, testing, and procurement progress on the ARC-50.

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6. Upon return expressed appreciation to [redacted] for his assistance and coordination which made the trip so very profitable.

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Distribution:

- #1 - DPD/C/SPB
- #2 - AC/DPD
- #3 - DPD/C/DB
- #4 - DPD/C/MS
- #5 - DPD/C/PERS
- #6 - DPD/C/COMMO
- #7 - DPD/RI

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