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OSA-1127-66

4 March 1966

MEMORANDUM FOR THE RECORD

SUBJECT: CHIGOE Meeting with U. S. Navy

1. A meeting was held at Main Navy this date, 4 March 1966, in reference to U. S. Navy support to project CHIGOE. The following personnel attended:

Adm. Christenson
Adm. Fawkes
Adm. Smith
Capt. Doolin
Capt. Wilson
Capt. Craven
Mr. James A. Cunningham, Jr.
Mr. William Kotapish
Lt. Col. Seward

[Redacted]

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Cmdr. Holcomb
Cmdr. Warren

Lt. R. A. Mattarazza also attended a detailed discussion after the main meeting.

2. Capt. Dick Wilson put the meeting in perspective by saying that this was to discuss a Navy in-house capability to respond to typical classified requirements which may be generated by the Agency. It is to establish a general posture in the Navy to respond to requirements of this nature. The CHIGOE project is merely the vehicle to get the entire system started and working.

3. Mr. Kotapish gave the Security briefing in which he said, in effect, that this project would not be included in the BYEMAN system (BYEMAN system not being named specifically) but would follow the same criteria. Security control would be exercised through OSA Security and from the Navy side would be funneled through Capt. Wilson's office. Capt. Wilson's office is REWSON.

4. [Redacted] then gave a brief history of the authorization of this project which had emanated from the DCI and the Deputy Secretary of Defense through [Redacted]. He emphasized

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Excluded from automatic
downgrading and
declassification

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that the Agency was given the responsibility to develop this integrated multi-sensor system. [redacted] then went on to explain exactly what the system is and how we plan to go about developing and testing it. He made the point that the technology would be offered to the DOD, and, specifically in this case to the Navy, as the program was developed. For this reason, we will need Navy support early in the program. At this point, the Navy seems unusually receptive to this proposal.

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5. The following is a brief resume of items which will be needed to support CHIGOE:

a. A Navy flight crew will be needed at LTV in July of 1966 to learn how to operate and maintain the system, to participate in the flight test in the E.I. and the deployment for the overseas test period.

b. Ownership of the SP2H now at Edwards will be transferred to NAS Patuxent River which will be the focal point for support and exchange of technology between the Agency and the Navy. In this regard, Lt. Mattarazza has sent a message to Patuxent River notifying them that they own this SP2H aircraft.

c. The GSA contract with LTV for CHIGOE modification will outwardly be a Navy contract. I emphasized to Mattarazza and Bennett that this was essentially a black contract. They agreed to keep this within their office and to prevent exposure of this contract in the Navy.

d. Capt. Wilson's office (REWSOW), for Navy purposes in case the need arises, will be the cognizant office for this contract.

e. We may return the SP2H, after modification, to Patuxent River in mid-1966 to run some of the tests. This will be an excellent way to indoctrinate the Navy flight and maintenance crews in its operation.

f. We do not plan to clear the Navy flight or maintenance crews at the CHIGOE III level at this time. It appears unnecessary to do so at any time in the test program.

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g. Cdr. Holcomb recommended that we brief and indoctrinate Col. Mertz of the Army so that he can take advantage of the advancing technology that this program can provide to his problems. He is the Program Director for the Army MOHAWK project.

h. We will need a secure teletype network between Headquarters, Capt. Wilson's office in Main Navy and Patuxent River. OSA should control this network in the normal manner.

i. The Bureau of Weapons will issue a WEPTASK to cover the CHICOP support. In essence, this is a procedure by which Navy Materiel assigns money and work to a Naval Air Station or a laboratory.

j. The SP2H at Edwards must be transferred to LTV as soon as possible. The paperwork within Navy has been done so that Patuxent River now owns the aircraft. The subject of transfer of the aircraft will be covered in a separate memorandum.

k. We need a source of spare parts for airframe and engine for LTV to use while the aircraft is in modification. This apparently will be Dallas, Texas, although Patuxent River Naval Air Station will be the source of ownership. This will be taken care of by Lt. Mattarazza.

l. Cdr. Warren will confirm whether or not MUDDY HILL can be used as an unclassified project title. MUDDY HILL is the LTV in-house unclassified code name for this project.

m. For the Navy flight and ground crews, we are to define the personnel requirements by occupational specialty. That is, we will request through the REWSON office the kind of people we need. Navy will then take action to get these people assigned to this project.

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LT. COL., USAF
Programs Staff
(Special Activities)

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