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IDEA 2990-66
Copy 5 of 6

3 MAY 1966

MEMORANDUM FOR: Chief, Programs Staff

SUBJECT: IDEALIST Operational Summary
and Status (April 1966)

REFERENCE: Memorandum from D/SA to D/FA/OSA
and D/TECH; dated 26 May 1966;
Subject: OSA Monthly Report to
DD/S&T and Program B Quarterly
Review Report to D/NRO [Redacted]

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Attached is the IDEALIST Operational Summary and
Status report for the month of April 1966.

[Redacted]

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/ Colonel USAF
Deputy for Field Activities, OSA

Attachment - 1
As stated above

IDEA/OSA [Redacted]

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Attachment 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. There were two Agency U-2 overflights during the month of April:

1. Mission C056C was flown on 7 April 1966 in the area of southwest China. Pilot encountered navigational problems due to clouds and heavy haze compounded by enemy fighter intercepts. Several scheduled targets were not covered but other non-scheduled targets were covered enabling the mission to be termed successful.

2. Mission C076C was flown on 19 April 1966 against targets in Manchuria and North China. Due to route deviations and cloud cover, several scheduled targets were not covered and mission can only be considered fair.

B. The flame-out test program is now in progress. No actual flame-out landings have been accomplished due to the landing area at Edwards being too wet for landings, however, the aerial portion of the tests have been completed.

C. A special flight test on Project 212 was performed with Article 948 on 29 April 1966 for four hours. The device cleared the aircraft satisfactorily. The pilot noted some pitch motion in the initial drop and was unable to see the chute deploy. The device inserted at about an 85 degree angle. The top antenna mounting failed and optics were damaged. However, the main body of the unit remained intact and landed within 800 feet of the target.

II. Product Improvement

A. Considerable efforts were directed in April at performing a series of routine ground and airborne tests in isolating

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reported high fuel consumption (Article 383) and engine EGT/EPR fluctuation (Article 384), in addition to erratic problems with fuel controls and fuel-fed systems.

B. On 1 April, Article 349 with the J-75 - 13B engine installed, was flown for three hours to evaluate a Hiram Thermal Package. The temperature data collected during the flight indicated that the Hiram package was being cooled adequately and could be employed operationally. Article 349 was returned to Lockheed, Van Hays to undergo maintenance and modifications prior to its return to the operational fleet in late May.

C. Article 390 with large engine intake ducts installed was flown on a maximum altitude cruise climb performance test flight on 4 April. Although this is a FOG Article, the results of the tests have application to the IDEALIST program. The test results agreed with previously established data and enabled the firming-up of representative performance data.

D. The prime airframe contractor (Lockheed) was authorized to provide an interchangeability capability in all Articles for either System 9B or 9C.

E. Lockheed conducted a series of bench checks on the UMY-20 Recorder and the M-75 Recorder. The UMY-20 model was considered superior to the M-75 for the following reasons:

1. It permits two-track recording versus the M-75 monaural track limitations.
2. Utilizes plug-in tape cartridges.
3. Less prone to shock or vibration.
4. Simplified ground handling and servicing.

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