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IDEA-3342-66

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28 SEP 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting at AFRDR, 27 September 1966

1. A meeting was held at AFRDR on 27 September 1966. OSA attendees were [Redacted] AFRDR conferees were Col. C. Saunders, Col. R. G. Welch and Lt. Col. R. L. Honeywell.

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2. Colonel Saunders expressed concern [Redacted]

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[Redacted] It was pointed out by [Redacted] that these were simply exploratory and data-finding actions between Project Contractors and are the type of engineering information exchange that is performed as a matter of routine. These messages certainly levied no commitment on anyone as concern future designs or installations of equipment. [Redacted] presented a blackboard discussion on the applications of these gear boxes and features available by changing the gear ratios.

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3. [Redacted] next presented a briefing on the topics discussed last week with Mr. C. L. Johnson and Associates on the U-2R program. At this point, Colonel Saunders interposed a series of questions on what had been done in OSA on this program. [Redacted] showed him copies of OSA Directives and stated that Deputy for Research and Development, OSA, is the OSA U-2R focal point. Also displayed were copies of organization and procedures for the U-2R Requirements Review Panel and its sub-groups.

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USAF review(s) completed.

[Redacted]

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GROUP 1
Excluded from automatic
downgrading and
declassification

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4. Colonel Saunders' initial reactions were that AFRDR participation in the U-2R was being played down. He referred frequently to a letter from Dr. Flax that all U-2 aircraft should be of a common configuration and readily exchangeable between SAC and CIA. Further, that this philosophy extended to the existing U-2C fleet, as well as the forthcoming U-2R's. It was carefully pointed out to him that the above OSA papers on the U-2R were internal Headquarters memoranda and not of intra-agency policy application. It was further noted that in all instances, closest participation has been provided for and is expected with AFRDR, the SPO and SAC representatives. [REDACTED] strongly recommended that Col. Saunders arrange for a discussion with Colonel Bacalis on inter-agency interface requirements.

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5. The meeting next proceeded into a discussion of the existing U-2 fleet and differences between the SAC and CIA configuration and on-board systems. Colonel Saunders was not convinced that U-2's could be transferred between these commands without incurring considerable factory rework actions and funds. An item by item review was performed by [REDACTED] on these aircraft and Colonel Saunders was acquainted with existing configuration control documents. Towards the end of the discussion, it appeared that Colonel Saunders was placated.

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6. The subject of availability of a BLUE SPRINGS drone for the special IDEALIST mission was brought up by [REDACTED] Colonel Saunders stated that arrangements have been made for [REDACTED] [REDACTED] to inspect a drone at Davis Monthan AFB, next Monday to check adaptability, capability, time required, etc.

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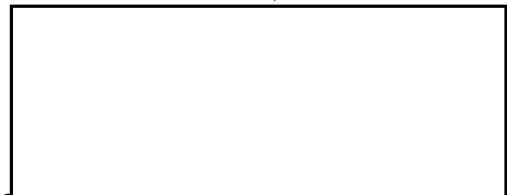
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7. Summary:

a. It was obvious that whether the subject was engines, U-2C's or U-2R's, AFRDR is more concerned that the operating commands (i.e., CIA and SAC/SPO) not proceed on "unilateral" actions whereby the U-2 fleet will diverge from a basic common configuration. The basis for this concern being the letter from Dr. Flax.

b. AFRDR is also prone to be alarmed anytime they are left out of the "loop" on actions that they feel fall within their scope of interest. (This office is insuring they are included on distribution for Lockheed Plans, Schedules and ECP's). However, it has also been our experience that AFRDR does not wish to get involved with "reams of paperwork".

c. OSA has a good working relationship with SAC and the SPO. Differences in systems or configurations are invariably worked out to the mutual satisfaction of the operating commands and fitted to their individual mission requirements.



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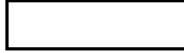
Chief, Maintenance Division,
Deputy for Materiel, OSA



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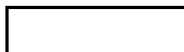
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