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ATTACHMENT TO:

██████████-2102-67

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ACTIVITY REPORT
OFFICE OF SPECIAL ACTIVITIES
MAY 1967

I. OX CART

A. OPERATIONAL SUMMARY AND STATUS

1. Contingency Planning ██████████ 25X1A2g

No change. 25X1A2g

2. Deployment Summary ██████████ 25X6C

a. Operational "Go-Ahead" to deploy to ██████████ and conduct operational missions against targets in ██████████ was received on 16 May 1967.

b. Quick Reaction Checklist (QRC) actions were completed according to schedule. H-Hour timing to deploy the first A-12 was 21 May 1967.

c. After an initial 24-hour weather delay, the first A-12 aircraft (131) completed its deployment flight from ██████████ to ██████████ on 22 May 1967. The mission designation was NOX511 with the time enroute 6 + 10.

d. The second A-12 aircraft (127) completed its deployment flight to ██████████ on 24 May 1967. The mission designation was NOX512 with the time enroute 6 + 00.

e. The third A-12 aircraft (129), mission number NOX513, departed ██████████ as scheduled on 26 May 1967. A precautionary landing was made at Wake Island after an elapsed time of 4 + 30. The deployment flight was completed on 27 May 1967 utilizing subsonic tactics with a landing being made at ██████████ after an elapsed time of 5 + 14.

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3. Overflight Summary ██████████

a. The first operational overflight mission (BSX001) by an A-12 aircraft (131) was flown from ██████████ on 31 May 1967 against targets in ██████████. Total flight time enroute was 3 + 40. The analysis of the mission take is still in progress at this writing.

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b. An Operational Readiness posture is being maintained to conduct follow-on overflight missions, as required, on a 24-hour alert basis.

4. Command Post Exercise (NOX518)

A Command Post Exercise (CPX) was initiated 28 May 1967 for the purpose of exercising command, control, and coordination procedures required to generate a BLACKSHIELD operational mission from ██████████. The CPX generation was terminated on 29 May 1967 in order to begin generating the count-down for the first operational mission.

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5. Project Pilot Inventory

a. Five project pilots are currently operationally ready. Three are deployed at ██████████ with two left at ██████████.

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b. Two additional project pilots, at ██████████ are scheduled to be operationally ready on 1 July 1967.

6. A-12 Aircraft

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a. Of the six aircraft remaining at ██████████ four are assigned to the Detachment and two to the Flight Test Center. Aircraft No. 124 is a J-75 equipped, dual seat trainer; all other aircraft are J-58 equipped.

b. Three aircraft are deployed to ██████████

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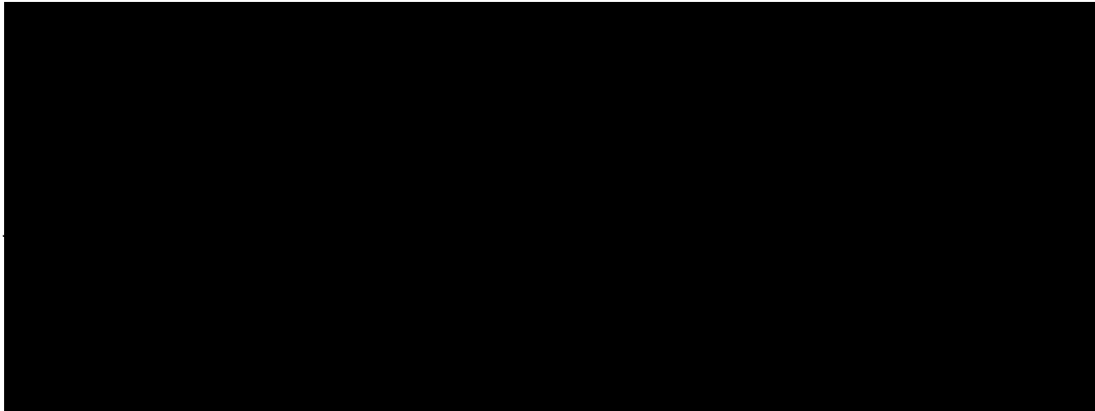
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II. IDEALIST

A. OPERATIONAL SUMMARY AND STATUS

1. General Summary

a. Three Agency U-2 overflights were flown during the month of May 1967.



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(2) Mission Cl87C was flown on 16 May by [redacted] (Billy). This flight was [redacted] first operational mission and was assessed as very good. The mission covered that portion of [redacted]

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(3) Mission Cl87C was flown on 25 May by [redacted] (Andy). The mission was scheduled to photograph the [redacted]

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25X1C10b
25X1C10b
25X1C10b

[redacted] The mission was alerted in marginal weather and after approximately ten minutes over denied territory, the pilot exercised his option and aborted due to weather conditions. Photo coverage was obtained on approximately ten targets.

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8. Deployment ██████████ 25X1A2g

On 28 May a detachment from ██████████ was deployed to ██████████ to support Article No. 348 which was ferried across. The purpose of the deployment is to provide a quick reaction capability (QRC) for photo coverage of the Middle East. The detachment is operational ready and will react as directed by the decision makers.

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B. PRODUCT IMPROVEMENT

1. MC Recorder

The 28 channel recorder, which was tested in the ██████████ test, is presently deployed with the ██████████ mission.

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2. System 12C

Although this system tested successfully in the ██████████ tests, it is not at present considered operationally ready (OR) due to the lack of sufficient power in the "Black Boxes". Further research and modification is deemed necessary to eliminate the deficiencies.

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3. Oscar Sierra Mark III. System

This system was flight tested during the reporting period but will require some refinement in the electronic circuitry to be considered OR.

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