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NRO REVIEW COMPLETE

[Redacted]

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14 December 1966

MEMORANDUM FOR: Acting Deputy Director for Science and Technology

SUBJECT: U-2R Procurement Discussion.

1. At the most recent EXCOM meeting it was decided that an additional four U-2R's could be purchased if the delivery of these aircraft could be extended through the end of FY 69. Mr. Kelly Johnson of LAC in commenting on the proposal pointed out that the expense required to slow down the production line as suggested would be far above a reasonable factor, and would be contrary to efficient use of personnel and facilities.

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2. [Redacted] was advised that this tactic was uneconomical for purchasing additional U-2R's above the present number [Redacted]. He now feels that he must rejustify to the EXCOM the number of U-2R's required by both CIA and USAF.

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3. The OSA justification for the purchase of U-2R's has always been as follows:

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a. The CIA with its covert overflight mission requires [Redacted] U-2's. Although [Redacted] aircraft have been assigned to the project, history has proven that, due to periodic inspection, normal maintenance, configuration updating, modification and testing, there is an average of [Redacted] of these aircraft available for missions and training.

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b. If the total number of U-2R's to be purchased is to be limited, i.e., less than [Redacted] the minimum CIA requirement would be an initial force level of [Redacted] aircraft. With this number of aircraft, the CIA would be fully capable of performing world wide covert overflight missions from June 1968 thru January 1970.

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Note: The current limitations of the U-2C restrict its use in many areas of the world due to hostile A. O. B., limited range, or both. It will be June of 1968, when sufficient numbers of the U-2R's are

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GROUP 1
Excluded from automatic
downgrading and
declassification

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available (with increase in range, altitude, [redacted] before these limitations are removed. If the historical U-2 attrition rate is applied to the U-2R's [redacted] the CIA will require a back up pool of aircraft, i.e., USAF stocks.

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c. The following table portrays the numbers of U-2R's in inventory through June 1971 including the swapping of U-2C's for U-2R's as they become available and the attrition rate of [redacted] per year.

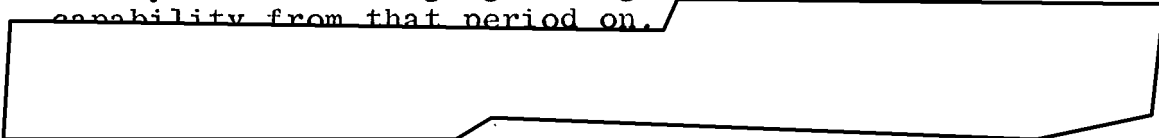
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	U-2C	U-2R	Total
June 66	[redacted]	[redacted]	[redacted]
Jan 67	[redacted]	[redacted]	[redacted]
June 67	[redacted]	[redacted]	[redacted]
Jan 68	[redacted]	[redacted]	[redacted]
June 68	[redacted]	[redacted]	[redacted]
Jan 69	[redacted]	[redacted]	[redacted]
June 69	[redacted]	[redacted]	[redacted]
Jan 70	[redacted]	[redacted]	[redacted]
June 70	[redacted]	[redacted]	[redacted]
Jan 71	[redacted]	[redacted]	[redacted]

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d. The above chart shows that we have a full capability for dual staging through June 1970 and a limited capability from that period on.

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e. Delivery would be [redacted] added to the original [redacted] delivery, which would give the final aircraft in December, 1968.

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[Redacted]

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4. This memorandum does not discuss the numbers of U-2R aircraft to be procured or required by the USAF but it does presuppose that such stocks should be used for attrition. At one time the USAF requirement was their present requirement is not known.

[Redacted]

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[Redacted]

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JOHN PARANGOSKY
Acting Director of Special Activities

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BPD/Compt/OSA

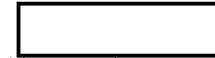


14 Dec 66)

Distribution:

- 1 - DD/S&T
- 2 - DD/S&T
- 3 - DD/S&T
- 4 - D/M/OSA
- 5 - D/O/OSA
- 6 - BPD/OSA
- 7 - Compt/OSA
- 8 - Compt/OSA
- 9 - Compt/OSA
- 10 - Compt Chrono
- 11 - AD/OSA
- 12 - D/Recce/CIA
- 13 - D/Recce/CIA
- 14 - RB/OSA

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