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Section 1

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IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 April 1972 - 30 June 1972)

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I. [Redacted] OPERATIONAL MISSION SUMMARY

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Fourteen IDEALIST/TACKLE operational missions were alerted during this period.

[Large Redacted Area]

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5. Mission C112C was flown in the Port Arthur area on [Redacted] utilizing the "H" configuration. [Redacted] targets were covered, of which [Redacted] were programmed. [Redacted]

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GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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[Redacted]

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8. Mission C142C was flown in the Taiwan Straits area on [Redacted] utilizing the "H" configuration. [Redacted] targets were covered including two new bridge structures. [Redacted]

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9. Mission C152C was flown along the South China Coast on [Redacted] utilizing the "H" configuration. Excessive cloud cover prevented the majority of targets being covered. However, a new radio communications facility and a new naval facility were discovered. [Redacted]

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II. [Redacted] GENERAL

A. [Redacted] RED DOT - Six sorties were flown in support of continuing film tests using various film types and camera configurations in the U-2R.

[Redacted]

C. [Redacted] Lens - One sortie was flown to qualify the Delta Apochromatic Lens. Twelve sorties were flown to test the new color corrected "H" lens.

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AND DAC ASS RCL X LBLX

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Section 2

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 April 1972 - 30 June 1972)

I.  AIRFRAME

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A. Light Weight HF Radio - The light weight 718U-7 HF radio system has been installed in all aircraft. This system reduces forebody weight by 101 pounds.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction were 8943.1 hours on 2721 sorties as of 30 June 1972.

2. Flight test and operational data are depicted below:

	<u>1 APR-30 JUN</u> <u>FLIGHTS</u>	<u>1 APR-30 JUN</u> <u>TIME</u>
1 - 051	40	126.9
2 - 053	38	132.5
3 - 054	53	155.1
4 - 055	<u>59</u>	<u>180.8</u>
TOTAL	190	595.3

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II.  PAYLOAD

A. "H" Configuration - The first new lens was installed in "H" Serial Number 003 and completed the last test flight on 29 June with satisfactory operation. The unit was prepared for shipment on 1 July to Detachment "H". Serial Number 002 will be returned to Actron in early July for installation of second new lens.

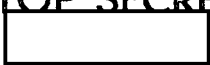
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~~NO FORN DISSEMINATION~~
~~NO UNCLASSIFIED DISSEMINATION~~

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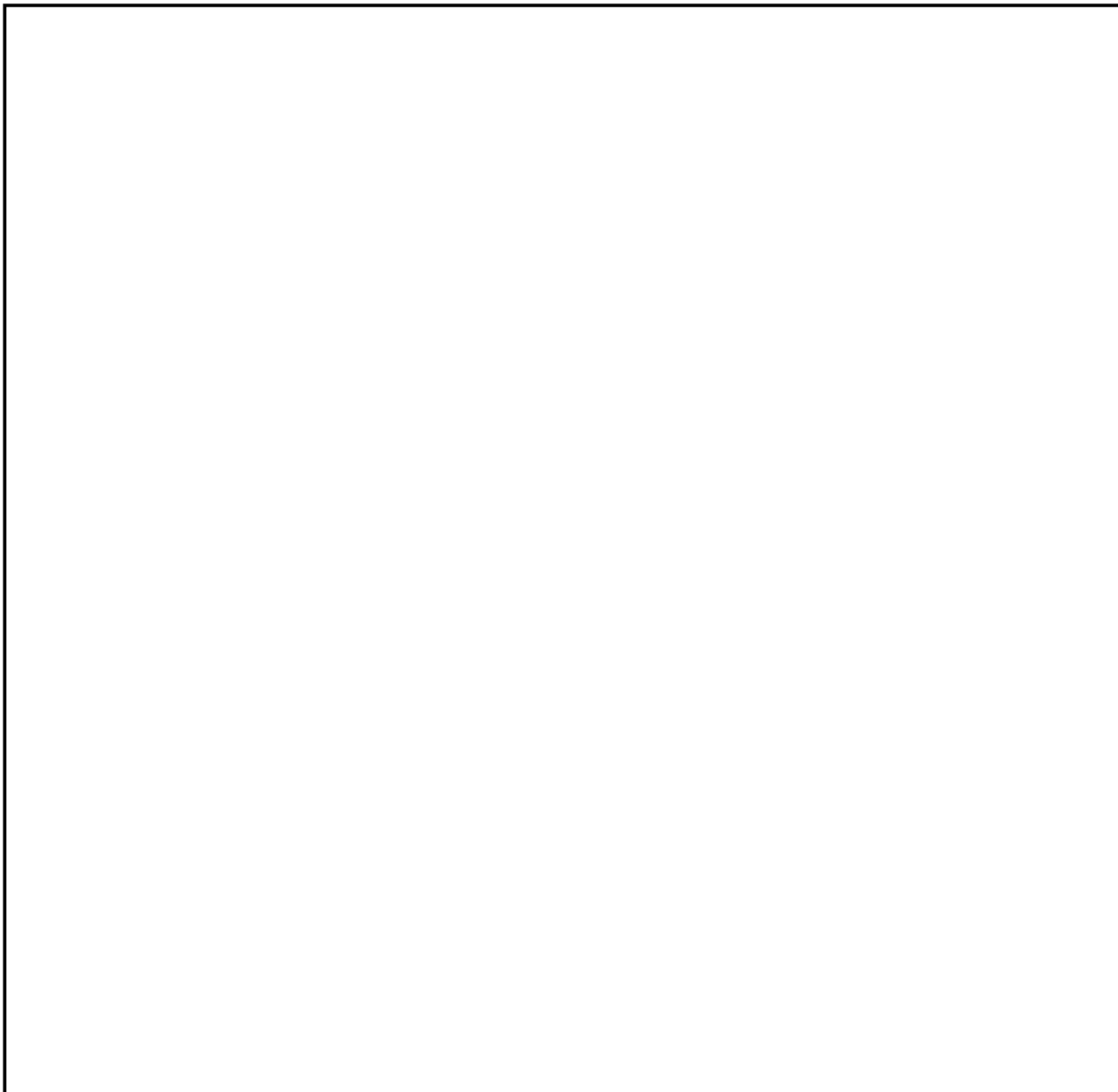
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B. "B" Configuration - The first new lens for the "B" configuration is currently scheduled for completion 2 August with installation completed by 30 August. Installation of the second lens will also begin on 30 August.

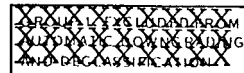
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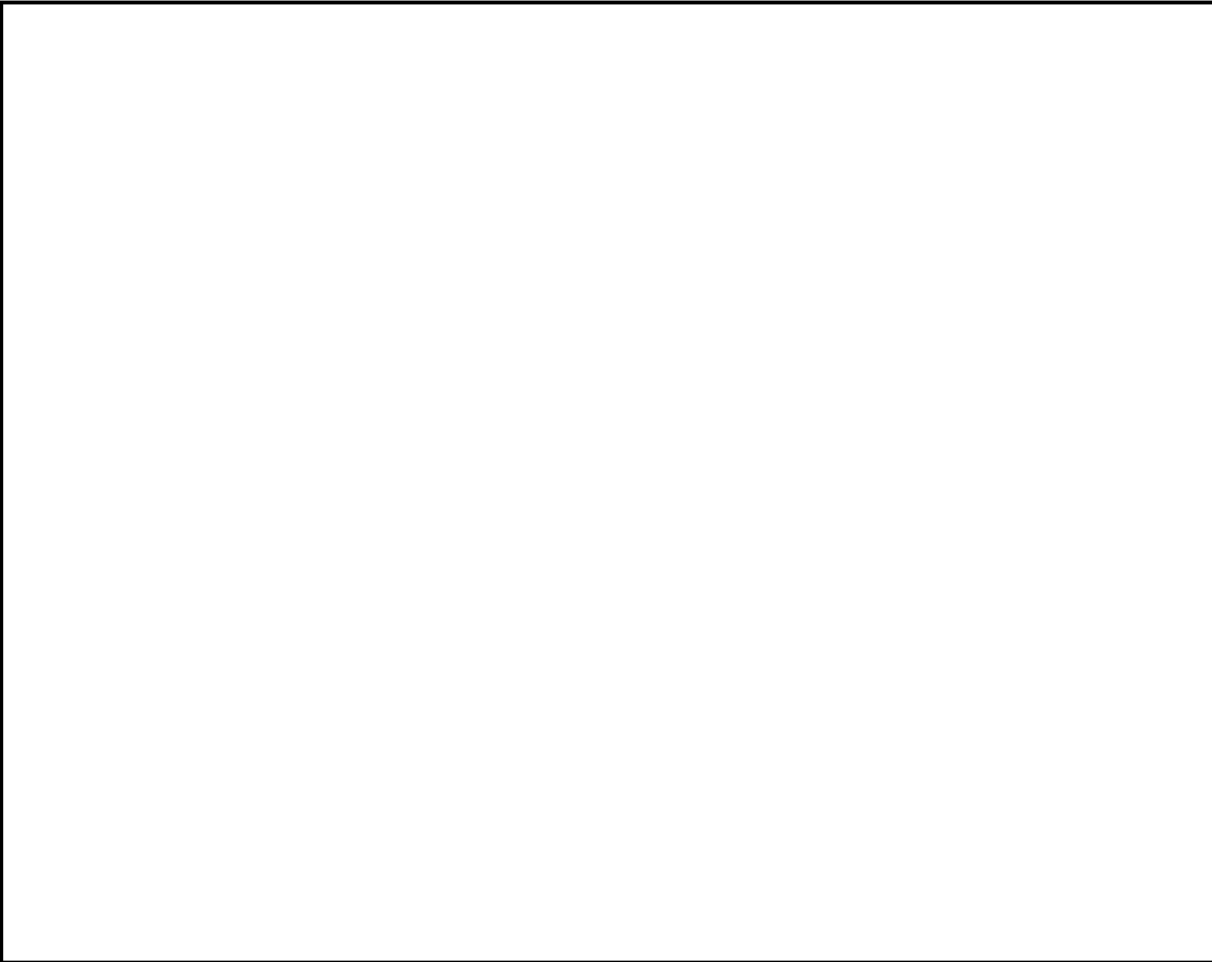
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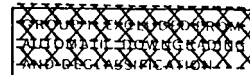
B.  Life Support

1. S1010 Pilot Protective Assembly (PPA) Design Study -
The Omni-Environmental Assembly prototype helmet was evaluated in the Detachment "G" low-pressure chamber at altitudes up to 70,000 feet. It also successfully withstood explosive decompressions in one second from 25,000 feet to 70,000 feet. Following the chamber exercises, all available IDEALIST pilots were queried as to their individual likes and dislikes regarding the helmet. Pilot acceptance was excellent and two flyable helmets are being fabricated for use at Detachment "G" and Davis-Monthan AFB.

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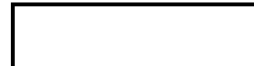

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2. S1010 PPA Flotation Study - Flotation tests were conducted on the Chesapeake Bay on 23 May 1972 to evaluate a new flotation and exterior cover. This was considered an open-sea test; swells were running 3 to 4 feet with small craft warnings displayed. The exercise included flotation evaluation of the main life preserver cell with a carbon dioxide CO₂ bottle as well as with the orally inflated outer cell. Thirty-five mm slides and 16 mm motion pictures documented the test. The new assembly carries the subject 3 to 4 inches higher in the water than the standard S1010 flotation. No additional problems with respect to boarding the life raft were noted and it appears to be a decided improvement.

3. Improved S1010 Helmet Take-Up Assembly - Two pressure suit helmets have been retrofitted with a new type take-up assembly to more positively position the pilot's head within the helmet. At the present time with repeated use, some leakage develops around the face barrier and the pilot complains of excessive noise as a result of this leak. This new take-up feature pushes the head into the barrier more efficiently.

4. Urine Collection Device Improvement - As a result of some physiological accidents in flight, an improved urine reservoir assembly has been fabricated with a larger anti-block feature. When the assembly is correctly installed and all units attached properly, it is difficult to stop the flow of fluid and hopefully the new anti-block feature will solve this problem.

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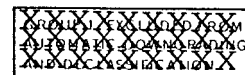
C.  Training



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