

TOP SECRET-IDEALIST OXCART

# ASSETS

OXCART - 10 A-12's



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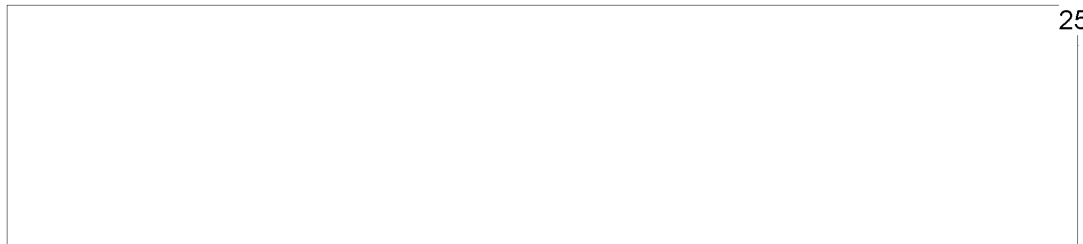
IDEALIST - 10 U-2's

- EDWARDS AFB

WITH DUAL STAGING CAPABILITY TO  
PROVIDE WORLD WIDE COVERAGE  
EXCEPT AS PROVIDED



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# **CIA MISSION**

- **CREATE & MAINTAIN A CAPABILITY TO  
CONDUCT COVERT OVERFLIGHT OF DENIED  
TERRITORY, PROJECTED INTO THE  
INDEFINITE FUTURE.**

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## **ADVANTAGES OF U-2L OVER CURRENT MODELS**

- **CIA U-2 FLEET OPTIMALLY SHOULD BE ONE MODEL FOR FLEXIBILITY, SPARES COMMONALITY AND MAINTENANCE. U-2L COMBINES FEATURES OF ALL OTHER CURRENT MODELS AND PROVIDES THE COMMONALITY THAT DOES NOT PRESENTLY EXIST.**
  
- **WANT U-2L BECAUSE:**
  - ....IMPROVED REFUELING CAPABILITY (ALL TANKS VS. MAINS ONLY).**
  - ....BUILT-IN CARRIER CAPABILITY.**
  - ....IMPROVED SAFETY AND STABILITY, FLIGHT CHARACTERISTICS, NEW INLETS.**
  - ....IMPROVED RANGE, ALTITUDE OVER CONVERTED U-2S.**
  - ....CONSOLIDATED TWO PART PRESSURIZED EQUIPMENT BAY FOR CAMERAS, ELINT GEAR.**

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# • LONG RANGE PLANS

## 1. NEED FOR LONGER RANGE PLANNING

- U-2 HISTORY

## 2. FUTURE REQUIREMENTS

- A. NUMBER & LOCATION OF TARGETS.
- B. DEFENSIVE ENVIRONMENT.
- C. INTELLIGENCE VALUE OF TARGETS.
- D. COVERAGE FREQUENCY.
- E. AMOUNT OF RISK TO BE ALLOWED.

## 3. FIVE-YEAR FORECAST .

## 4. A-12 AND U-2 WILL BE COMPLEMENTARY.

## 5. CHANGING POLITICAL SITUATION IN DETERMINING REQUIREMENTS

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## FORCE COMPOSITION

### A-12 / U-2

- ★ *EACH AIRCRAFT HAS BEEN DESIGNED TO TAKE ADVANTAGE OF CERTAIN FEATURES NECESSARY FOR SPECIALIZED USE*
- ★ *NEITHER CAN WHOLLY SUBSTITUTE FOR THE OTHER*
- ★ *U-2 WILL BECOME AN ADJUNCT TO A-12 FORCE.*
- ★ *EACH IS TO BE USED FOR PURPOSE FOR WHICH IT IS BEST SUITED.*

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# ESTIMATED LONG RANGE NEEDS FOR CIA COVERT U-2 OVERHEAD RECONNAISSANCE

## TO REMAIN OPERATIONAL THROUGH 1969:

[Redacted]

25X1

- EDWARDS AFB 4
  - CARRIER GROUP 2
- } 6

[Redacted]

25X1

TOTAL FORCE LEVEL **10** (9 EFFECTIVES)

## ESTIMATED LOSSES IN 5 YEARS (ALL CAUSES) 8

- TOTAL AIRCRAFT REQUIRED 18
  - PRESENT INVENTORY 8
- MINIMUM NEW AIRCRAFT NEEDED 10 \*

• NEW AIRCRAFT NEEDED IF EXISTING CIA INVENTORY OF U-2's PHASED OUT ON ONE-FOR-ONE BASIS AS U-2 L's DELIVERED 18

• PROBABLE SPECIAL PURPOSE AIRCRAFT REQUIREMENT 4

MAXIMUM NEW AIRCRAFT NEEDED OVER FIVE YEARS 22

\* ASSUMES NO PHASEOUT OF CURRENTLY POSSESSED CIA U-2's.

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## TRADE OFFS

A-12 CAN DO MOST OF U-2 TASKS AT A PRICE.

## COMPARISONS

- A-12 SPECIAL DESIGN TO GET A FEW CRITICAL TARGETS IN ONE SORTIE.
- A-12 TURN RADIUS IS LARGE.
- U-2 HAS CARRIER CAPABILITY.
- U-2 CAPABLE OF TRANSPORT BY CARGO AIRCRAFT.
- A-12 CANNOT "MAP" OR OPERATE IN SMALL AREAS.
- A-12 HIGHLY SOPHISTICATED.
- A-12 ORIGINAL/OPERATING COSTS MUCH GREATER.
- A-12 OPERATION REQUIRES GREATER LOGISTIC SUPPORT.
- A-12 TYPICAL MISSION REQUIRES 8 KC-135 AIRCRAFT.
- PRESENT A-12 FORCE CANNOT ACCOMPLISH PRESENT U-2 WORLD-WIDE SORTIE RATE.
- U-2 PRECEDENT ESTABLISHED FOR 2ND COUNTRY PARTICIPATION.

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## COMPARATIVE TABLE OF U-2 AIRCRAFT VERSIONS

| TYPE   | ENGINE |      | CARRIER CAPABILITY | REFUELING CAPABILITY | MISSION ALTITUDE ENVELOPE | RANGE * |          | CONVERSION COSTS | CURRENT INVENTORY                           | REMARKS  |
|--|--------|------|--------------------|----------------------|---------------------------|---------|----------|------------------|---|--|
|  | J-57   | J-75 |                    |                      |                           | PRIMARY | REFUELED |                  |   |  |
| U-2 A  | YES    | NO   | NO                 | NO                   | 63-68.5K                  | 4000 NM | N.A.     | N.A.             | SAC - 17 A/C<br>AFSC - 4 A/C<br>CIA - 0 A/C | 13 SAC U-2's ARE PHOTO-CONFIGURED -<br>25X1  |
| U-2 C  |        | YES  | NO                 | NO                   |                           | 2524    | NA.      |                  | CIA - 2 A/C                                 | BASIC J-75 CONVERSION. 25X1 SLIPPER TANKS USED FOR RANGE EXTENSION.                          |
| U-2 F  |        | YES  | NO                 | YES                  |                           | 2490    | 4435     |                  | CIA - 2 A/C                                 | ESSENTIALLY A 'C' MODEL WITH IN-FLIGHT REFUELING. SLIPPER TANKS ADDED.                       |
| U-2 G  |        | YES  | YES                | NO                   |                           | 2490    | 4435     |                  | CIA - 3 A/C                                 | ESSENTIALLY A MODIFIED 'C' MODEL, BEEFED UP FOR CARRIER OPERATIONS. SLIPPER TANKS AVAILABLE. |
| U-2 H  |        | YES  | YES                | YES                  |                           |         |          |                  | CIA - 1 A/C<br>IN CONVERSION                | ESSENTIALLY A 'G' MODEL WITH REFUELING ADDED. SLIPPER TANKS AVAILABLE.                       |
| U-2 L  |        | YES  | YES                | YES                  |                           | 2680    | 4988     |                  | NONE  | MODIFICATIONS TO ENSURE LESS DRAG, GREATER STABILITY, IMPROVED PERFORMANCE.                  |
| U-2 A/L  |        | YES  | YES                | YES                  |                           | 2680    | 4988     |                  | NONE  | HAS MOST FEATURES OF 'L' MODEL BUT COSTLY & DOES NOT INCREASE OVERALL INVENTORY.             |
| * - 200 GALLON SLIPPER TANKS AVAILABLE FOR APPROX 200 N.M. ADDITIONAL RANGE* WITH ECM EXCEPT A |        |      |                    |                      |                           |         |          |                  |   |  |

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TOP SECRET OXCART

**PROJECT**

**OX CART**

TOP SECRET OXCART

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TOP SECRET OXCART

2

# MISSION

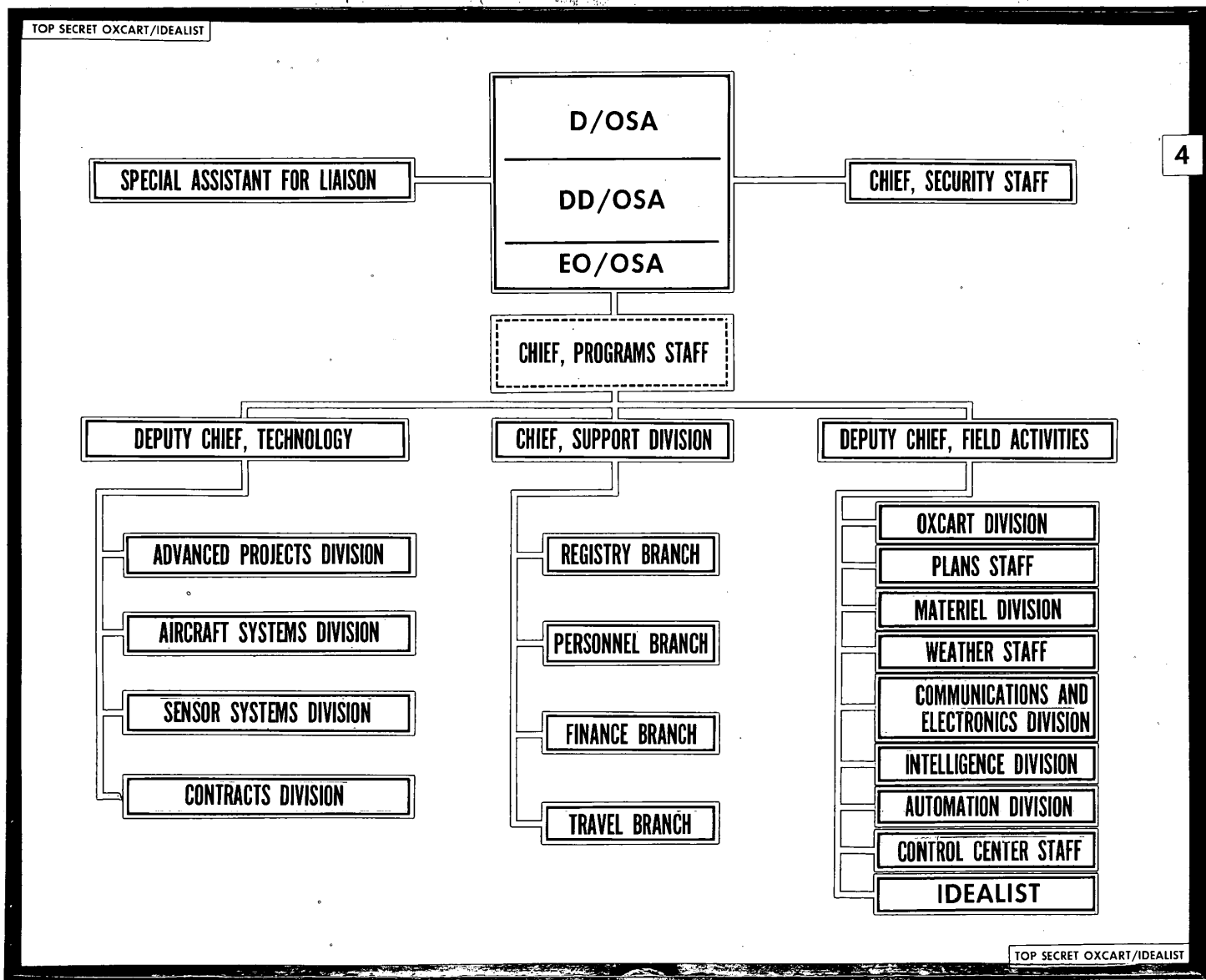
**TO DEVELOP, ATTAIN AND MAINTAIN**

**AN OPERATIONAL CAPABILITY TO CONDUCT**

**COVERT AERIAL RECONNAISSANCE**

**OF DENIED AREAS**

TOP SECRET OXCART



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## A-12 AIRCRAFT INVENTORY

▶ **FLIGHT TEST AIRCRAFT**

121 - 122 - 129

TOTAL - 3

7

▶ **DETACHMENT AIRCRAFT**

124 - 125 - 126 - 127 - 128 - 130 - 132 - 131

TOTAL - 8

11

25X1

▶ **AIRCRAFT LOSSES**

25X1

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## PERFORMANCE OBJECTIVES

### VEHICLE

1. SPEED ..... MACH 3.2

2. ALTITUDE ..... 84,000 + FT.

3. RANGE .....

### SENSORS

|               | TYPE I               | TYPE II              |
|---------------|----------------------|----------------------|
| 1. RESOLUTION | <input type="text"/> | <input type="text"/> |

|                     |       |       |
|---------------------|-------|-------|
| 2. LATERAL COVERAGE | 69 NM | 63 NM |
|---------------------|-------|-------|

|                    |         |         |
|--------------------|---------|---------|
| 3. LINEAR COVERAGE | 2500 NM | 3740 NM |
|--------------------|---------|---------|

8

25X1

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## PERFORMANCE STATUS

AS OF 31 OCT 65

### VEHICLE FLIGHT TEST SUMMARY

|   |            |
|---|------------|
| 1. MAXIMUM SPEED .....                          | MACH 3.29  |
| 2. MAXIMUM ALTITUDE .....                       | 90,000 FT. |
| 3. MAXIMUM ENDURANCE .....                      |            |
| 4. MAXIMUM SINGLE FLT TIME ABOVE MACH 3.0 ..... |            |
| 5. MAXIMUM SUSTAINED TIME AT MACH 3.2 .....     |            |
| 6. TOTAL A-12 FLIGHTS .....                     | 1668       |
| 7. TOTAL A-12 HOURS .....                       | 2431       |
| 8. TOTAL J-58 ENGINE FLIGHTS .....              | 1177       |
| 9. TOTAL J-58 HOURS .....                       | 3121       |

25X1

### PROJECT PILOTS

|  |     |
|--|-----|
| 1. PILOTS ASSIGNED .....                               | 7   |
| 2. AVERAGE A-12 TIME .....                             | 213 |
| 3. QUALIFIED/OPERATIONALLY<br>READY AT MACH 3.20 ..... | 7   |

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# PERFORMANCE STATUS

CONTINUED

## SENSORS DEMONSTRATED SPECIFICATION RESOLUTION

|         |             |           |
|---------|-------------|-----------|
| TYPE I  | 80,000 FEET | MACH 3.01 |
| TYPE II | 81,000 FEET | MACH 3.15 |
| TYPE IV | 83,000 FEET | MACH 3.1  |

10

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## **FY 66 FLIGHT TEST PROGRAM**

1. IMPROVE ENGINE PERFORMANCE & DURABILITY.
2. IMPROVE INLET RECOVERY & DISTORTION.
3. OPTIMIZE AUTOMATIC INLET CONTROL PERFORMANCE.
4. SUSTAINED MACH 3.2 FLIGHT
  - A. TEMPERATURE INTEGRITY.
  - B. SIMULATED OPERATIONAL MISSION.

10

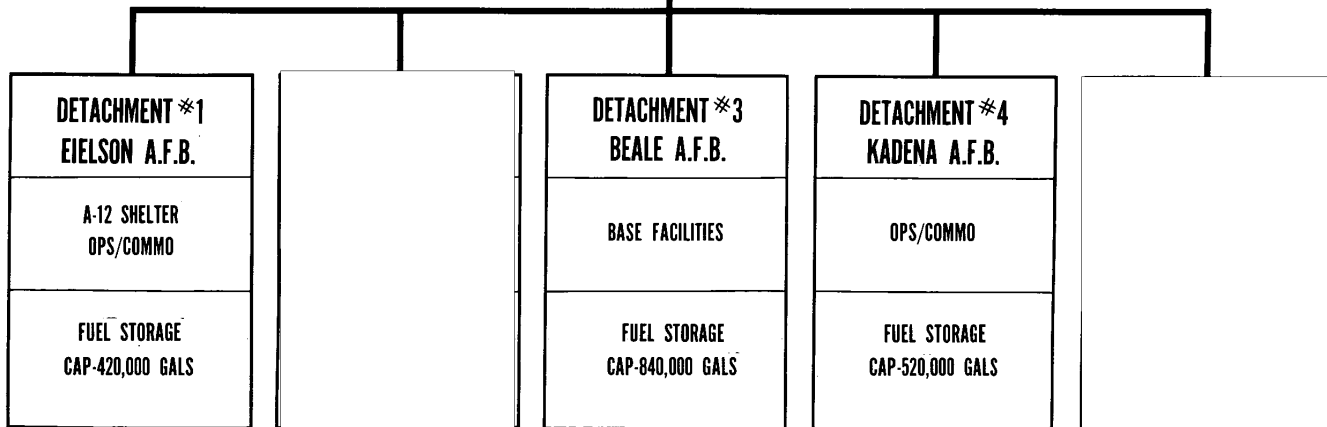
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# ORGANIZATION AND FACILITIES

## SUPPORT BASES

PROJECT  
HEADQUARTERS



13

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A-12 EMERGENCY RECOVERY HANGAR AVAILABLE AT  KADENA

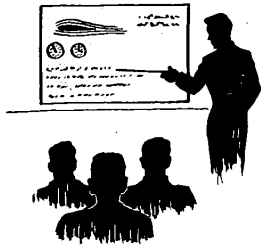
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### PILOT PRE-FLIGHT PHASING TOTAL - 19 WEEKS

F-101 SCHOOL  
8 WEEKS



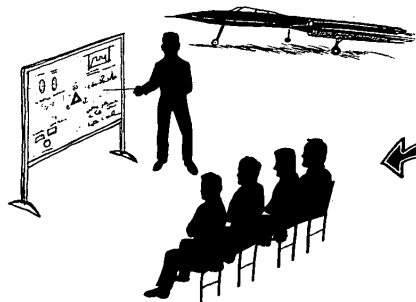
CIVILIANIZATION 4 WEEKS



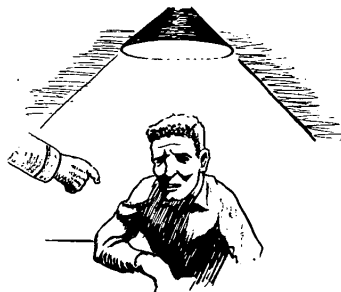
PRESSURE SUIT TRAINING  
2 WEEKS



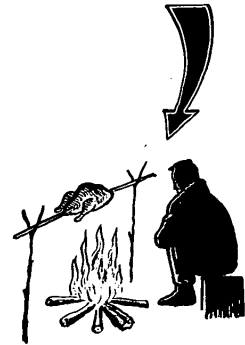
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A-12 GROUND SCHOOL 2 WEEKS



RESISTANCE TO INTERROGATION  
1 WEEK



SURVIVAL TRAINING  
2 WEEKS

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| <div style="text-align: left; font-size: small;">TOP SECRET OXCART</div> <div style="text-align: center;"><b>PILOT READINESS<br/>FLYING TRAINING PROGRAM</b></div> |  |  |
|--|--|--|
| <b>TRANSITION PHASE - A-12 TRAINER AIRCRAFT</b>  |  |  |
| <b>MISSION</b><br>1-9<br><b>TOTAL 9</b>  | <b>OBJECTIVE</b><br>DAY-NIGHT TRANSITION & CHECK-OUT, AIR-REFUELING<br>CHECKOUT, PRESSURE SUIT CHECK-OUT | <b>DURATION</b><br>18 + 30<br><b>TOTAL 18 + 30</b> |
| <b>J-58 CHECKOUT</b>   |  |  |
| <b>MISSION</b><br>10-13<br><b>TOTAL 4</b>  | <b>OBJECTIVE</b><br>J 58 FAMILIARIZATION AND CHECK OUT   | <b>DURATION</b><br>1 + 00<br><b>TOTAL 4 + 00</b>   |
| <b>OPERATIONAL READINESS PHASE</b>   |  |  |
| 14   | NAV, PAYLOAD, MEDIUM ALT/SPEED   | 1 + 30   |
| 15   | AIR-REFUELING-RENDEZVOUS   | 2 + 00   |
| 16   | AIR-REFUELING-RENDEZVOUS   | 2 + 00   |
| 17   | HIGH ALT/SPEED, NAV, PAYLOAD, AIR REFUELING  | 3 + 00   |
| 18   | HIGH ALT/SPEED, NAV, PAYLOAD, AIR REFUELING  | 3 + 00   |
| 19   | HIGH ALT/SPEED, NAV, PAYLOAD, 2 AIR REFUELINGS   | 5 + 00   |
| 20   | HIGH ALT/SPEED, NAV, PAYLOAD, 3 AIR REFUELINGS   | 8 + 30   |
| 21   | HIGH ALT/SPEED, NAV, PAYLOAD, 3 AIR REFUELINGS   | 8 + 30   |
| <b>TOTAL 8</b>   |  | <b>TOTAL 33 + 30</b>                               |
| <b>TOTALS - 21 MISSIONS 56 + 00 HOURS</b>  |  |  |

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## **OPERATIONAL READINESS SCHEDULE**

**1. LIMITED EMERGENCY CAPABILITY HAS BEEN DEMONSTRATED.**

**2. LIMITED CAPABILITY SHOULD BE ATTAINED WINTER 1965.**

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## CONCEPT OF OPERATIONS

- ① **COVERT PHOTOGRAPHIC OVERFLIGHTS OF DENIED AREAS ACCOMPLISHED BY A-12 AIRCRAFT OPERATING FROM A ZI BASE OR SELECTED FORWARD BASES, AS REQUIRED.**

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- ② **RANGE EXTENSION TO BE PROVIDED THRU AERIAL REFUELINGS WITH KC-135 AIRCRAFT OPERATING FROM SELECTED FORWARD BASES.**

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- ③ **OPERATIONAL MISSIONS TO BE PLANNED, DIRECTED, AND CONTROLLED BY PROJECT HEADQUARTERS.**

18

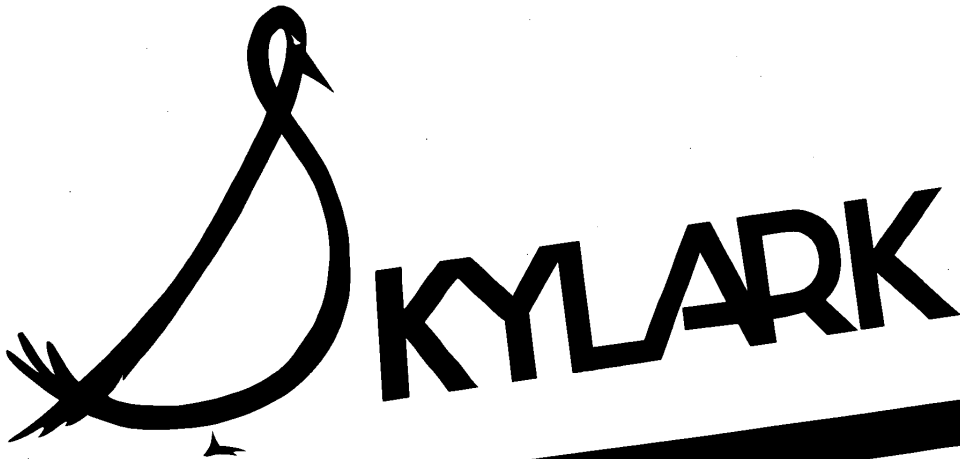
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## SKYLARK MISSION

TO ATTAIN AN EMERGENCY CAPABILITY FOR THE COVERT  
EMPLOYMENT OF THE A-12 AGAINST CUBAN TARGETS OF  
INTEREST AT MACH 2.9/76-78,000 FEET BY 5 NOV 1964

22

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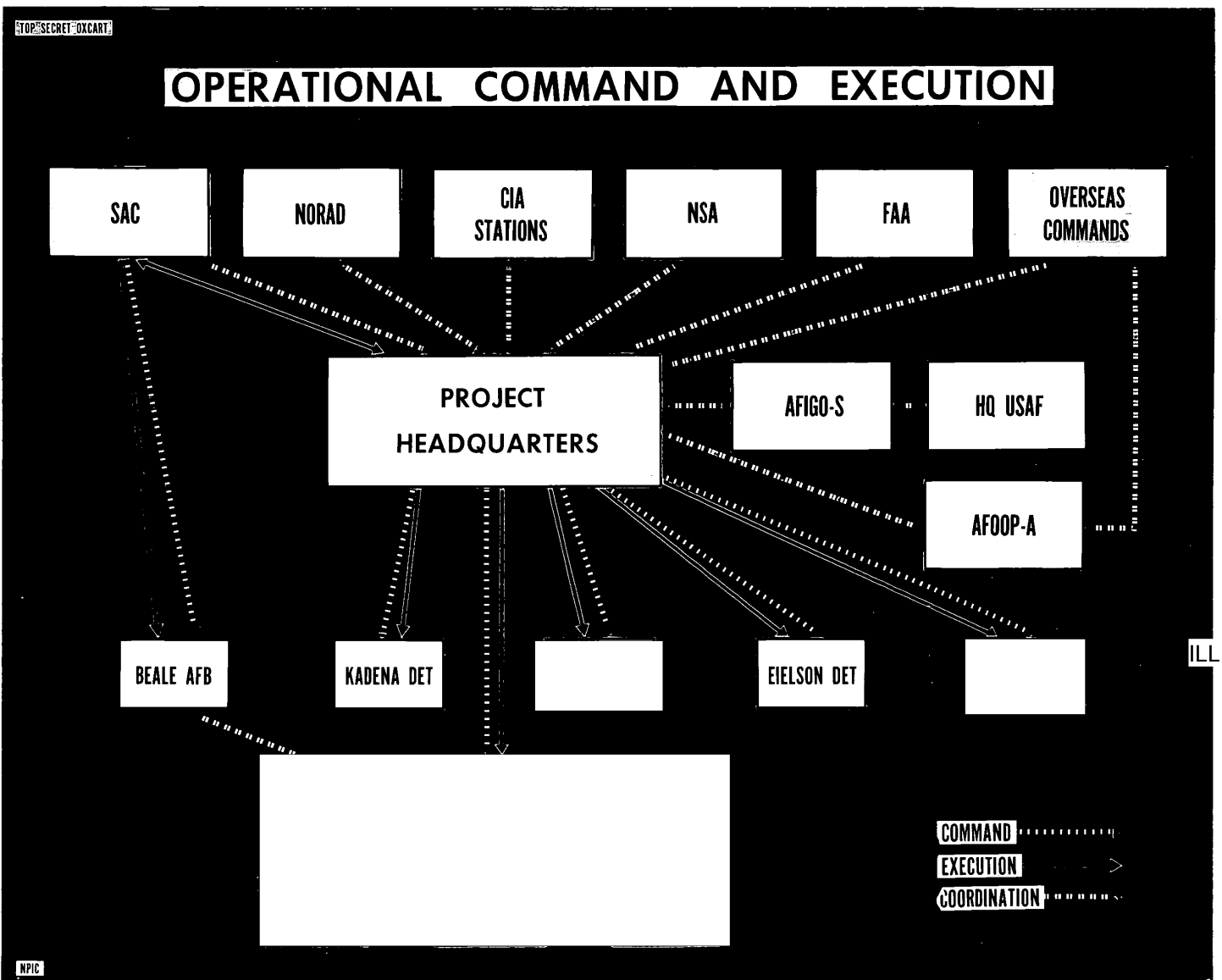
## CONCEPT OF OPERATIONS

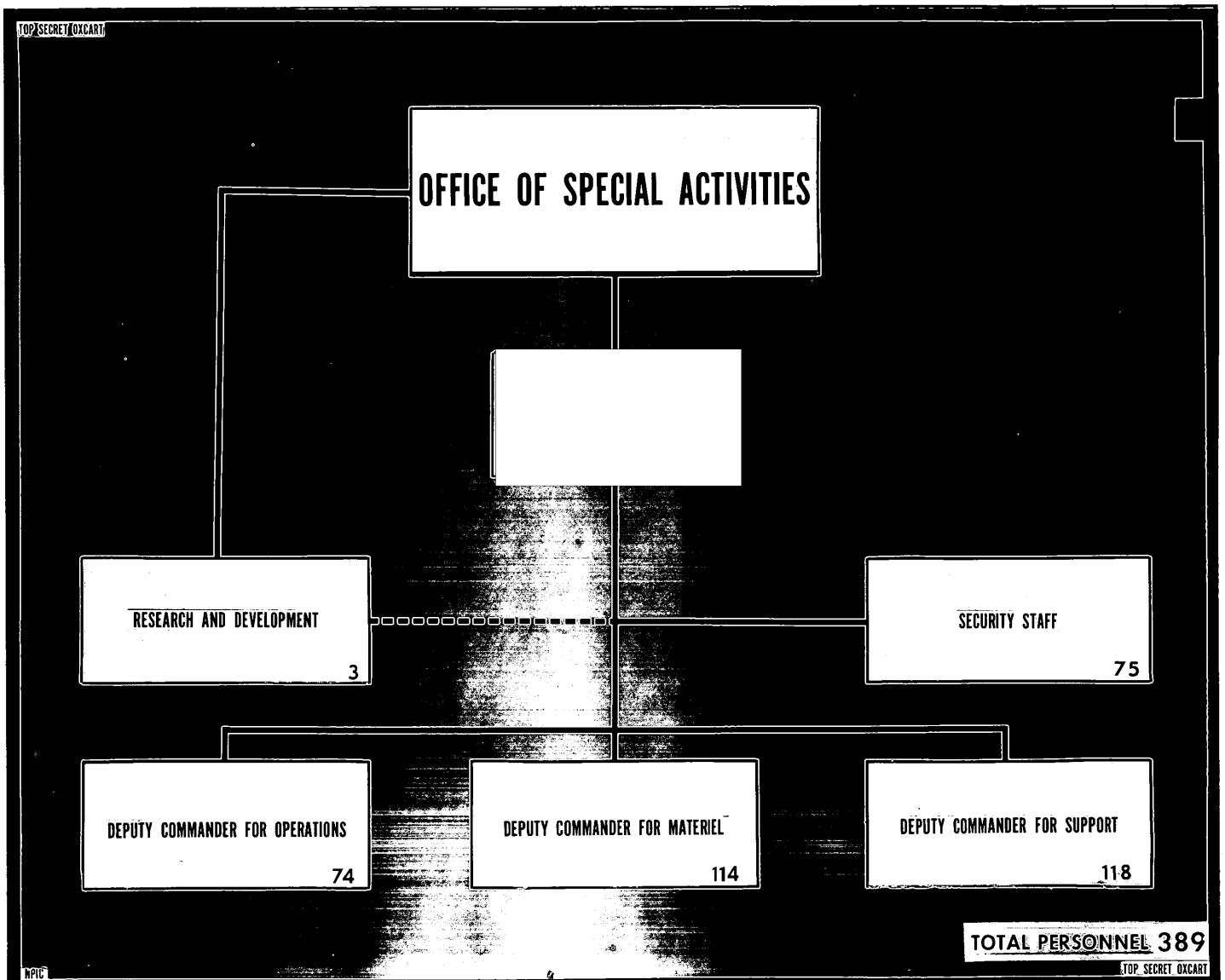
1. A-12 WILL PRE/POSTSTRIKE AT

2. RANGE EXTENSION WILL BE ACCOMPLISHED THRU AERIAL REFUELINGS.

3. MISSIONS TO BE PLANNED, DIRECTED AND CONTROLLED BY  
PROJECT HEADQUARTERS.

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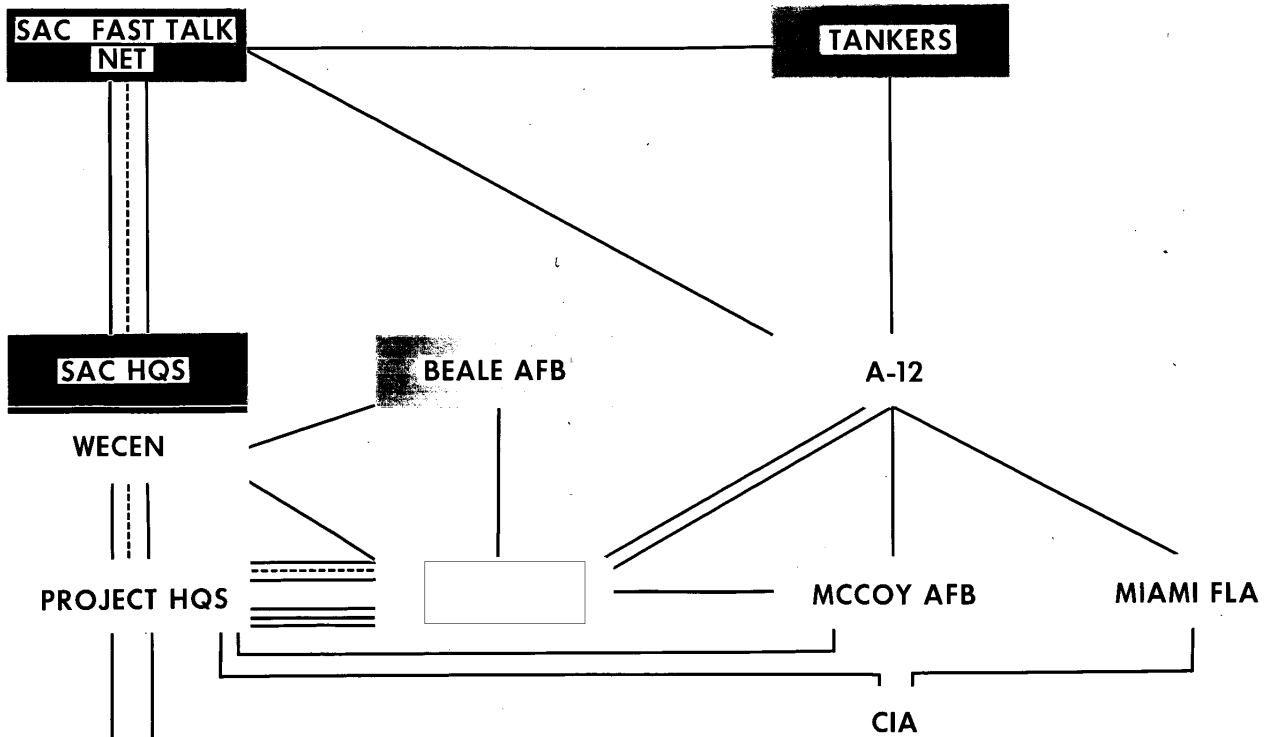


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# SKYLARK COMMUNICATIONS CHANNELS



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| LEGEND        |           |
|---------------|-----------|
| [Solid Line]  | PROJECT   |
| [Dashed Line] | AIR FORCE |
| [Dotted Line] | AGENCY    |

| LEGEND        |                  |
|---------------|------------------|
| [Double Line] | BIRDWATCHER      |
| [Solid Line]  | HOT TELEPHONE    |
| [Dashed Line] | TELETYPE         |
| [Dotted Line] | SINGLE SIDE BAND |
| [Solid Line]  | TELEPHONE 'SOC'  |
| [Dashed Line] | ARC-50 UHF       |
| [Dotted Line] | KY-9 PHONE       |
| [Dotted Line] | DATA LINK '1004' |



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TOP SECRET OXCART

## TYPICAL SUPPORT BASE FACILITIES AND PERSONNEL

### BUILDINGS

1 RECOVERY HANGAR  
1 OPS COMMO BUILDING

### EQUIPMENT

2 REFUELING TRUCKS  
1 TOW TRACTOR  
3 STATION WAGONS  
1 CREW TRUCK

### RECOVERY ITEMS

1 A-12 TOW BAR  
1 SET. WHEEL CHOCKS & GEAR PINS  
1 COCKPIT LADDER  
1 SET MISCELLANEOUS CONSUMMABLE SUPPLIES AND TOOLS

### PERSONNEL

1 DETACHMENT COMMANDER  
1 FUEL SPECIALIST  
1 SECURITY OFFICER  
3 COMMUNICATORS

6 TOTAL

### POL

SPECIAL FUEL FARM

PERSONNEL MANNING

SUPPORT BASES

◇ DETACHMENT 1 EIELSON 6

◇ [REDACTED]

◇ DETACHMENT 3 BEALE 3

◇ DETACHMENT 4 KADENA 4

◇ [REDACTED]

TOTAL 21

25X1

25X1

## PILOT SELECTION CRITERIA

### 1. OPERATIONAL QUALIFICATIONS

#### A. MANDATORY

1. FIGHTER PILOT WITH OUTSTANDING PROFESSIONAL COMPETENCY
2. MINIMUM OF 1000 JET FLYING HOURS
3. MINIMUM OF 100 HOURS IN CENTURY AIRCRAFT
4. CURRENTLY CENTURY AIRCRAFT QUALIFIED
5. EXTENSIVE TACTICAL UNIT EXPERIENCE

#### B. DESIREABLE

1. MULTI-JET AIRCRAFT FLYING EXPERIENCE
2. AERIAL REFUELING EXPERIENCE
3. FLIGHT TEST EXPERIENCE

### 2. TESTING AND EVALUATION

#### A. MUST UNDERGO ASSESSMENT TO DETERMINE

##### THE FOLLOWING:

1. SECURITY FITNESS
2. PSYCHOLOGICAL FITNESS
3. PHYSICAL FITNESS

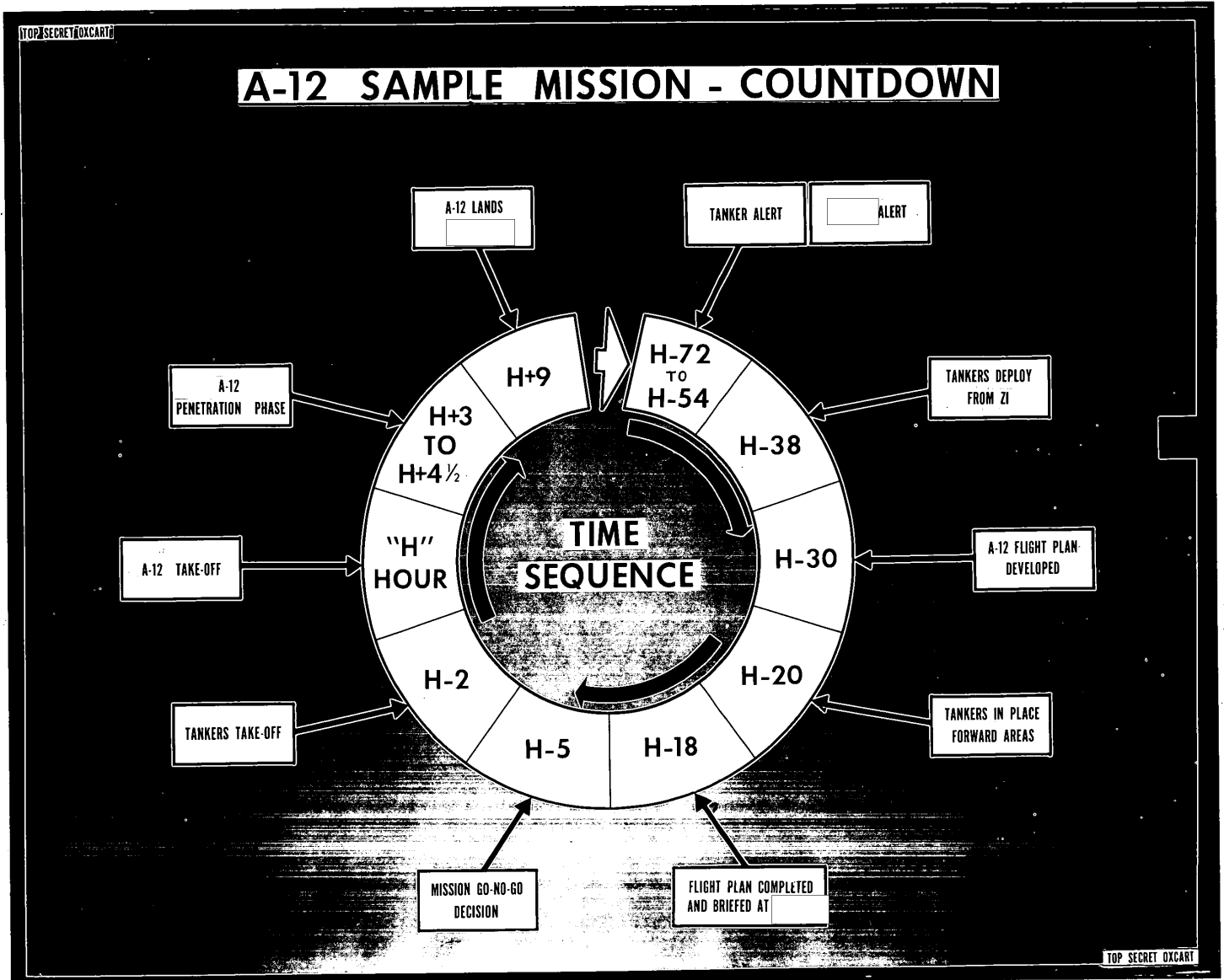
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## AIR FORCE SUPPORT REQUIREMENTS

1. KC 135 TANKERS
2. AIRLIFT
3. FUEL
4. COMMUNICATIONS
5. WEATHER
6. RADAR SUPPRESSION
7. SEA AIR RESCUE
8. BASE SUPPORT
9. PERSONNEL
10. DEPOT

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**OXCART  
CONTINGENCY PLAN  
FOR**

**FAR EAST**





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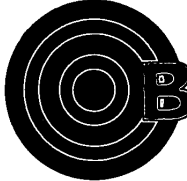
# PROBLEM

◆ DEFENSIVE ENVIRONMENT vs. U-2

◆ POSSIBLE U-2 LOSS RATE

▶   
▶ U.S.

25X1



**OBJECTIVE**

61

**EMPLOYMENT OF OXCART AGAINST FAR EASTERN TARGETS**

- CHINA
- SOUTHEAST ASIA
- INDONESIA

CODE NAMES

|                    |                  |
|--------------------|------------------|
| <b>DEPLOYMENT</b>  | <b>10 JAN 66</b> |
| CAROUSEL           | CLASSIFIED       |
| IRON MAIDEN        | UNCLASSIFIED     |
| <b>OPERATIONAL</b> | <b>25 JAN 66</b> |
| PINWHEEL           | CLASSIFIED       |
| BLACK SHIELD       | UNCLASSIFIED     |

## CONCEPT

- MISSIONS PLANNED, DIRECTED & CONTROLLED BY PROJECT HEADQUARTERS
- MISSIONS FLOWN FROM KADENA AIRBASE

### LIMITED CAPABILITY-STAGING OPERATION

THREE A-12 AIRCRAFT

60 DAY STAGING-TWICE ANNUALLY

4 OPERATIONAL SORTIES PER MONTH

8 TEST/TRAINING SORTIES PER MONTH

NO SKYLARK CAPABILITY AT

63

25X1

## OPERATIONAL FACTORS

### AIRCRAFT CONFIGURATION

MOD PROGRAM

DESIGN FREEZE

AIRCRAFT CERTIFIED READY 1 DEC 65

### PROVE RELIABILITY OF ACFT SYSTEMS

MACH 3.10

76,000 FT. PENETRATION

3 REFUELING CAPABILITY

ECM CAPABILITY

### USAF SUPPORT

KC-135 TANKERS

AIRLIFT

BASE SUPPORT AUGMENTATION

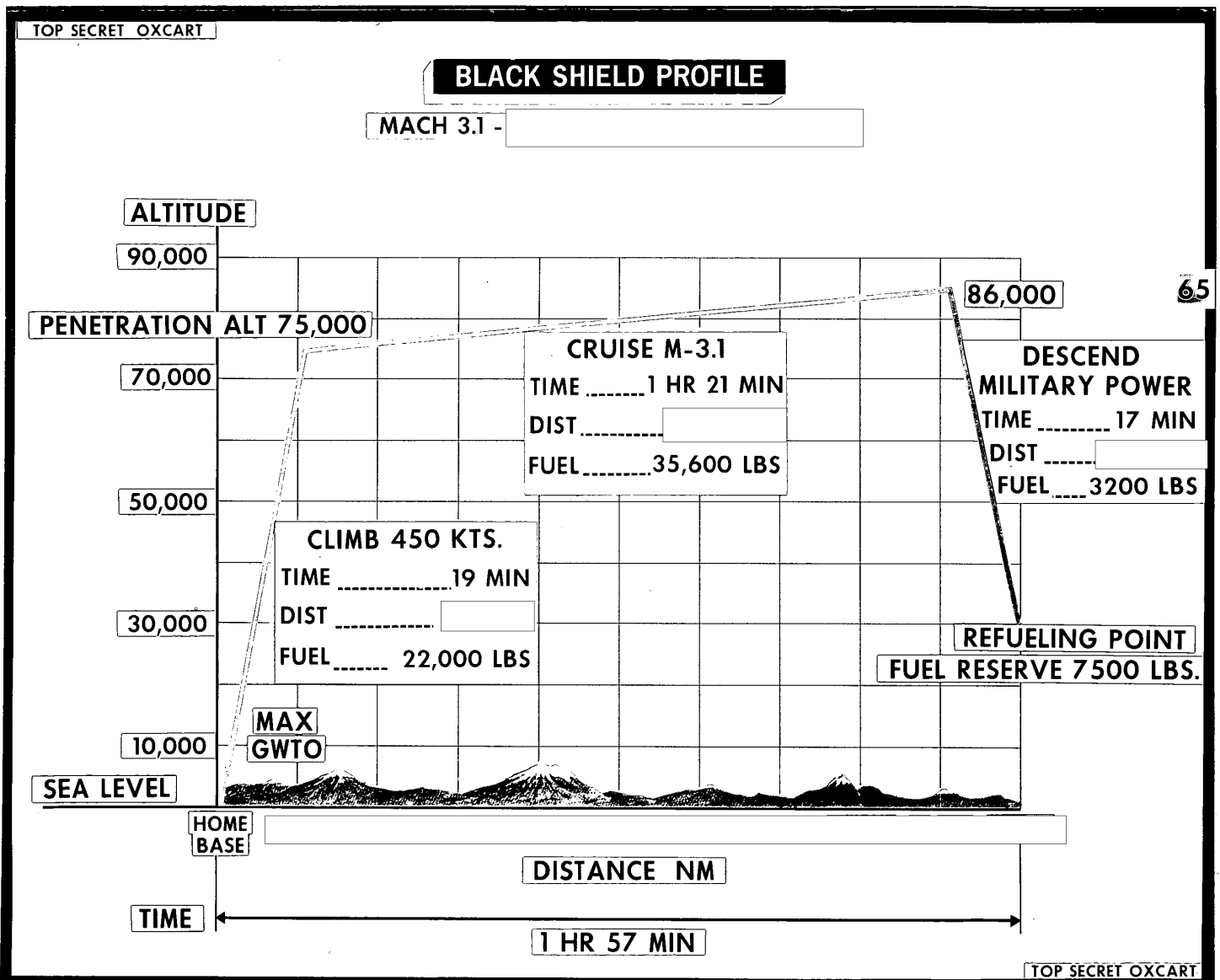
HF COMMUNICATIONS

WX SCOUT/REPORTING OF REFUELING AREAS

MOVEMENT OF TAKE

64

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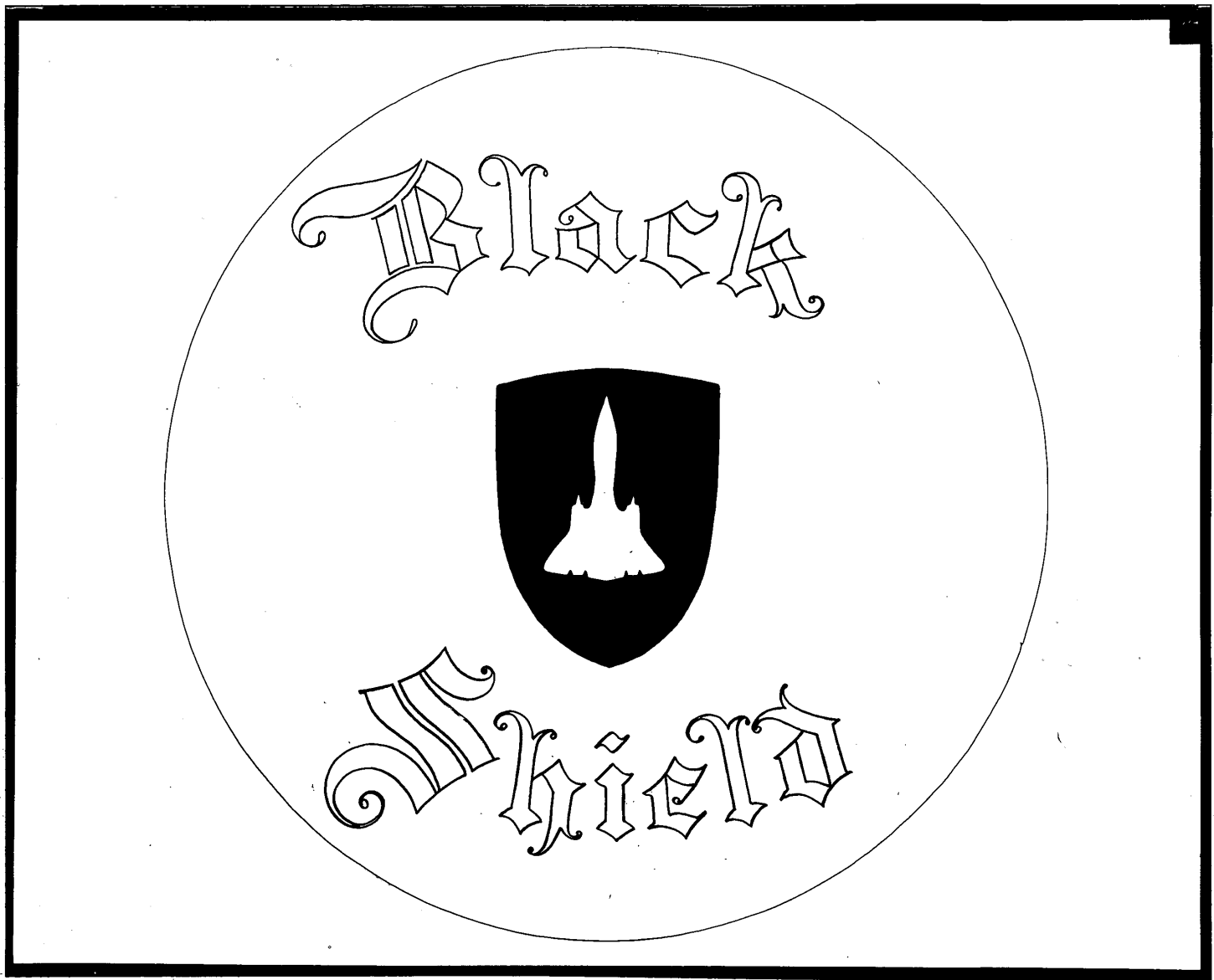
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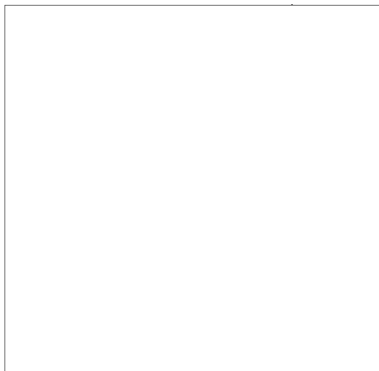
**IRON**



**MAIDEN**

**A-12 PLANNING FACTORS**  
**DEPLOYMENT**

- 1 3 A-12 AIRCRAFT TO KADENA AFB - NON STOP**
- 2 3 REFUELINGS ENROUTE**
- 3 24 - 48 HOUR INTERVAL BETWEEN A-12 FERRY FLIGHTS**
- 4 FIRST A-12 FERRY FLIGHT O/A 10 JAN 66**
- 5 RECOVERY TEAMS/EQUIPMENT/MAINTENANCE TEAMS/COMMUNICATIONS AT.**



25X1

## KC-135 TANKER PLANNING FACTORS (DEPLOYMENT)

|   |          |
|---|----------|
| 1. PRIMARY & AIR SPARE FOR EACH<br>REFUELING                      | 6        |
| 2. EMERGENCY REFUELING TANKER AT<br>SINGLE ENGINE CRITICAL POINTS | 2        |
| 3. AIR CAP AT KADENA AFB  | <u>1</u> |
| TOTAL PER A-12 FERRY FLIGHT                                       | 9        |
| 4. TANKERS AT ARCP 1 HOUR PRIOR ARCT                              |          |
| 5. OFFLOAD AVAILABLE FOR EACH A/R<br>-MINIMUM 60,000 LBS.         |          |

## MISCELLANEOUS PLANNING FACTORS

### DEPLOYMENT

#### FUEL

- 1 SPECIAL FUEL AVAILABLE AT BEALE/KADENA/EIELSON
- 2 PREPOSITIONING OF FUEL AT ENROUTE BASE UNDER REVIEW

#### OTHER USAF SUPPORT

- 1 WEATHER SCOUT/REPORTING OF REFUELING AREAS
- 2 HF SSB COMMUNICATIONS

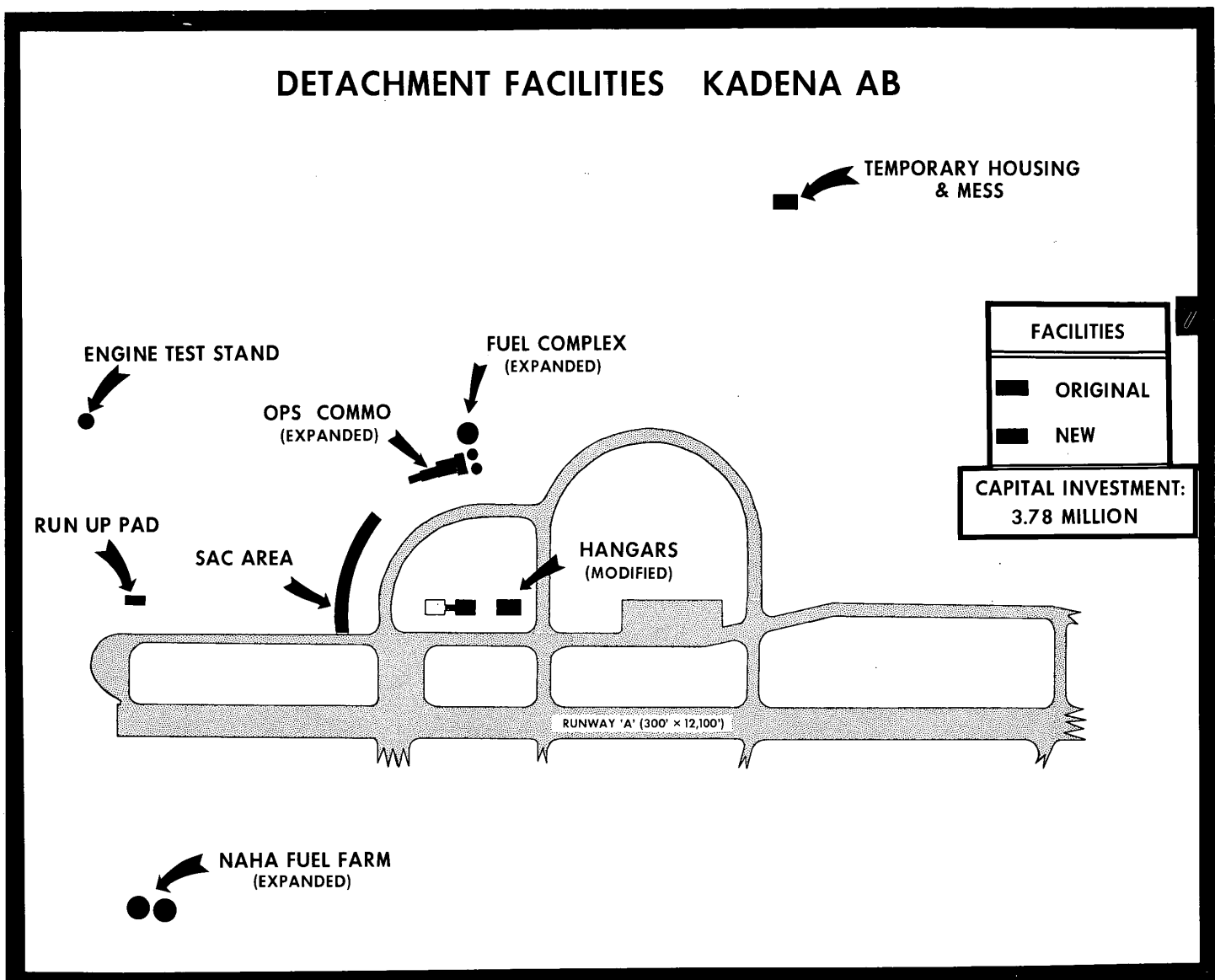
## **KC-135 TANKER PLANNING FACTORS**

**(OPERATIONAL)**

**76**

- 1. FOUR OPERATIONAL MISSIONS/MONTH.**
- 2. MAXIMUM OF 3 A/Rs.**
- 3. AIRBORNE SPARE REQUIRED FOR ALL REFUELINGS.**
- 4. GROUND SPARE REQUIREMENTS TO BE ESTABLISHED BY SAC.**
- 5. TANKER STRIP ALERT/AIR CAP TO BE MAINTAINED  
AT KADENA AFB.**
- 6. TANKERS MAY BE REQUIRED TO PRE-STRIKE/POST-  
STRIKE FORWARD BASES.**
- 7. OFFLOAD AVAILABLE FOR EACH A/R  
(MIN 60,000 LBS)**
- 8. MAXIMUM OF 7 AIRBORNE TANKERS REQUIRED FOR SINGLE  
OPERATIONAL MISSION.**

## DETACHMENT FACILITIES KADENA AB



## PERSONNEL REQUIREMENTS

|                                  | STAGING | PERMANENT |
|----------------------------------|---------|-----------|
| HEADQUARTERS                     | 4       | 8         |
| DETACHMENT                       |         |           |
| STAFF & MILITARY                 | 86      | 168       |
| MAINTENANCE & TECH REPS          | 103     | 191       |
|                                  | 193     | 367       |
| APPROX NET INCREASE OVER CEILING | 25      | 286*      |
| USAF AUGMENTATION                | 40      |           |

\* [REDACTED] SKYLARK CAPABILITY

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## CONSTRUCTION

| ITEM            | TIME     | COST |
|-----------------|----------|------|
| HANGAR MOD      | 60 DAYS  |      |
| SHOPS           | 60 DAYS  |      |
| OPS/COMMO BLDG  | 100 DAYS |      |
| TEST STAND PAD  | 45 DAYS  |      |
| SECURITY FENCE  | 45 DAYS  |      |
| FUEL FARM       | 120 DAYS |      |
| DORMS (240 MEN) | 240 DAYS |      |

TOTAL

\*AF ESTIMATE - PERMANENT CONSTRUCTION.

Trailers required to meet 15 Sept date.

COST: 375,000 estimated F.O.B. Houston, Texas.

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## KC-135 TANKER REQUIREMENTS

| MISSION PROFILE     | TANKER OPERATING BASES                  | NO. TANKERS<br>PER REFUELING | TOTAL<br>REQUIRED |
|---------------------|---|------------------------------|-------------------|
| 1 REFUELING MISSION | 1ST A/R: PRE/POST KADENA                | 3                            | 3                 |
| 2 REFUELING MISSION | 1ST A/R: PRE/POST KADENA                | 3                            | 5                 |
|                     | 2ND A/R: PRESTRIKE KADENA<br>[REDACTED] | 2                            |                   |
| 3 REFUELING MISSION | 1ST A/R: PRE/POST KADENA                | 3                            | 8                 |
|                     | 2ND A/R: PRESTRIKE KADENA<br>[REDACTED] | 2                            |                   |
|                     | 3RD A/R: PRE/POST [REDACTED]            |                              |                   |

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## TIME FACTORS PHASE I

GIVEN:

HANGAR & ASSOCIATED FACILITIES  
 RELIABLE AIRCRAFT  
 AUTHORITY TO PROCEED

STAGE IN SEPTEMBER

|                                | MAR | APR | MAY | JUN | JUL | AUG | SEPT | OCT | NOV | DEC | JAN |
|--------------------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| POLITICAL CLEARANCE            |     |     |     |     |     |     |      |     |     |     | 83  |
| BASE SURVEY/SELECTION          |     |     |     |     |     |     |      |     |     |     |     |
| CONSTRUCTION                   |     |     |     |     |     |     |      |     |     |     |     |
| PERSONNEL PROCUREMENT/TRAINING |     |     |     |     |     |     |      |     |     |     |     |
| SPECIAL GROUND EQUIP           |     |     |     |     |     |     |      |     |     |     |     |
| OVERSEAS DEPLOYMENT            |     |     |     |     |     |     |      |     |     |     |     |
| OPS READINESS                  |     |     |     |     |     |     |      |     |     |     |     |

AREA READY

(15 SEPT)

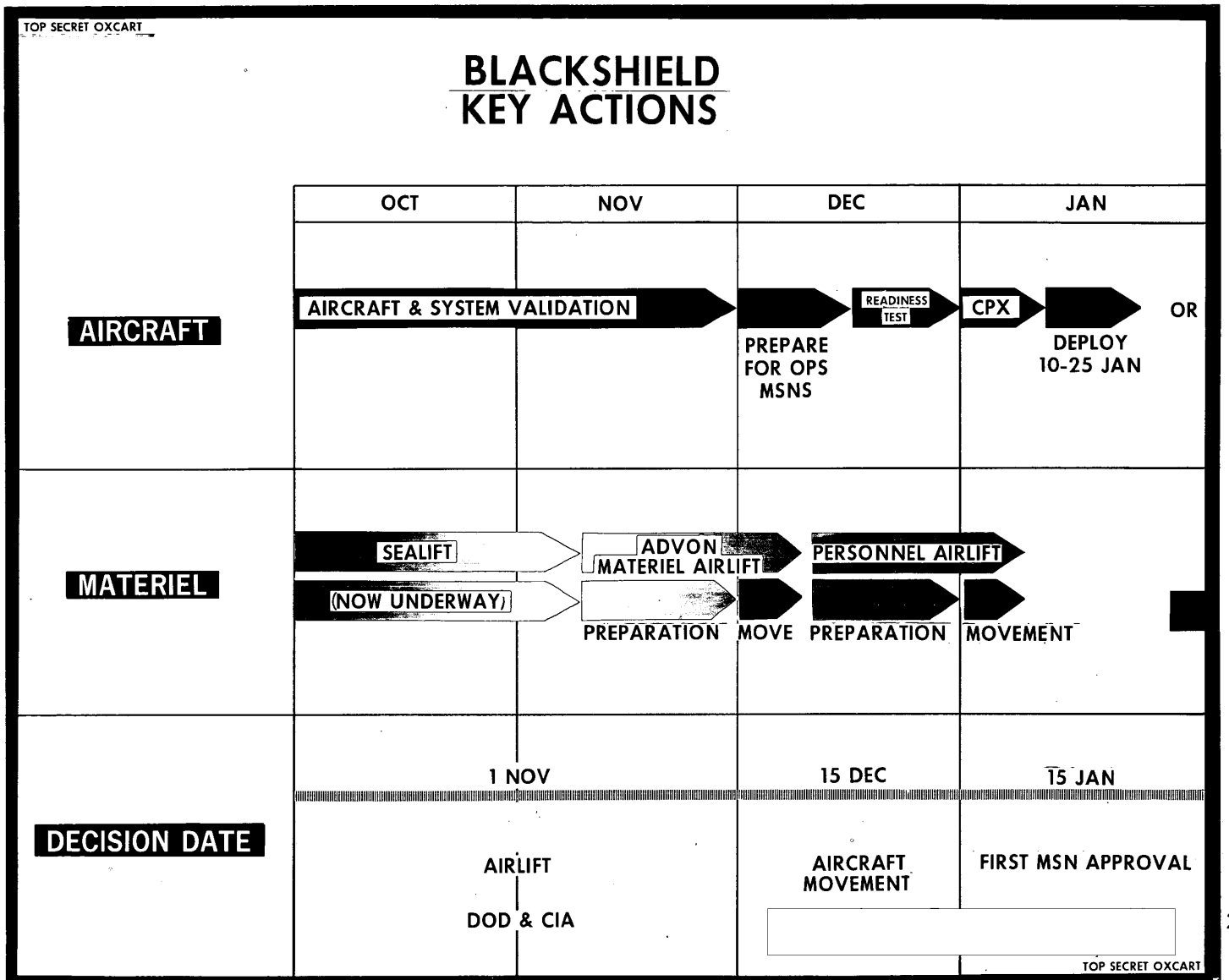
# TIME FACTORS PHASE II

|                                  | MAR        | APR        | MAY        | JUN        | JUL        | AUG        | SEPT       | OCT        | NOV        | DEC        | JAN        | FEB        | MAR        | APR        |
|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| POLITICAL CLEARANCE              | [REDACTED] |            |            |            |            |            |            |            |            |            |            |            |            |            |
| BASE SURVEY/SELECTION            | [REDACTED] |            |            |            |            |            |            |            |            |            |            |            |            |            |
| CONSTRUCTION (HANGAR, FUEL FARM) |            | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| PERSONNEL PROCUREMENT/TRAINING   |            |            |            | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| SPECIAL GROUND EQUIPMENT         |            |            |            |            |            | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| PILOT PROCUREMENT/TRAINING       |            | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| FAMILY HOUSING                   |            | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | UNKNOWN    | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| OVERSEAS DEPLOYMENT              |            |            |            |            |            |            |            |            |            |            |            | [REDACTED] | [REDACTED] | [REDACTED] |
| OPS READINESS                    |            |            |            |            |            |            |            |            |            |            |            |            | [REDACTED] | [REDACTED] |



**PERSONNEL**

|                          | PHASE I    | PHASE II   |
|--------------------------|------------|------------|
| <b>BLACK SHIELD</b>      | 224        | 367        |
| <b>KC 135 SUPPORT</b>    | 120        | 120        |
| <b>BASE AUGMENTATION</b> |            | 60         |
| <b>TOTAL</b>             | <b>344</b> | <b>547</b> |



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TOP SECRET OXCART

### CAMERA PAY LOADS

|                                  | TYPE I P-E                  | TYPE II E-K                 | TYPE IV HYCON             |
|----------------------------------|-----------------------------|-----------------------------|---------------------------|
| <b>TYPE</b>                      | <b>PANORAMIC<br/>CAMERA</b> | <b>PANORAMIC<br/>CAMERA</b> | <b>FRAMING<br/>CAMERA</b> |
| <b>FOCAL LENGTH<br/>APERTURE</b> | <b>18 IN.<br/>F/3.8</b>     | <b>21 IN.<br/>F/4.0</b>     | <b>48 IN.<br/>F/5.6</b>   |
| <b>SCALE<br/>ON AXIS</b>         | <b>1 58,000</b>             | <b>1 51,000</b>             | <b>1 21,600</b>           |
| <b>LATERAL COVERAGE</b>          | <b>69 NM</b>                | <b>66 NM</b>                | <b>60 NM</b>              |
| <b>LINEAR COVERAGE</b>           | <b>2500 NM</b>              | <b>4200 NM</b>              | <b>1925 NM</b>            |
|                                  |                             |                             |                           |
| <b>FORMAT SIZE</b>               | <b>6.3 X 27.7 IN.</b>       | <b>7.4 X 35 IN.</b>         | <b>18 X 18 IN.</b>        |
| <b>FILM LOAD</b>                 | <b>5000 FT. 1</b>           | <b>4200 FT. 2</b>           | <b>6000 FT. 2</b>         |

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TOP SECRET OXCART

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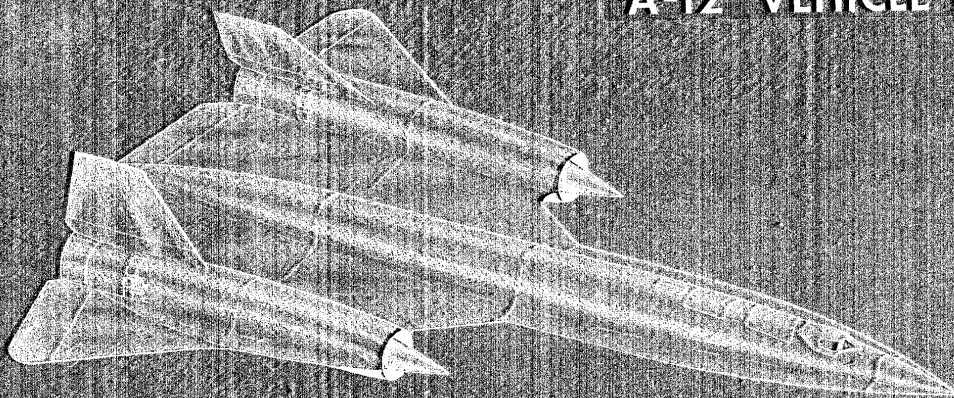
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### BLACK SHIELD OPERATIONAL MISSION SUMMARY

| MONTH YEAR    | MISSIONS ALERTED | MISSIONS FLOWN | RESULTS                     | AREA OF OPERATIONS               |
|---------------|------------------|----------------|-----------------------------|----------------------------------|
| MAY 67        | 1                | 1              | SUCCESSFUL                  | NORTH VIETNAM                    |
| JUN           | 5                | 3              | SUCCESSFUL                  | NORTH VIETNAM                    |
| JUL           | 5                | 3              | SUCCESSFUL                  | NORTH VIETNAM                    |
| AUG           | 7                | 2              | 1 SUCCESSFUL<br>1 PARTIALLY | NORTH VIETNAM                    |
| SEPT          | 5                | 2              | SUCCESSFUL                  | NORTH VIETNAM                    |
| OCT           | 11               | 7              | SUCCESSFUL                  | NORTH VIETNAM                    |
| NOV           | 2                | 0              |                             | NORTH VIETNAM                    |
| DEC           | 5                | 4              | SUCCESSFUL                  | 2 NORTH VIETNAM<br>2 CAMBODIA    |
| JAN 68        | 7                | 3              | SUCCESSFUL                  | 2 NORTH VIETNAM<br>1 NORTH KOREA |
| FEB           | 6                | 2              | 1 WX<br>1 SUCCESSFUL        | 1 NORTH VIETNAM<br>1 NORTH KOREA |
| MAR           | 2                | 1              | SUCCESSFUL                  | NORTH VIETNAM                    |
| APRIL         | 1                | 1              | SUCCESSFUL                  | NORTH KOREA                      |
| MAY           | 1                | 1              | SUCCESSFUL                  | NORTH KOREA                      |
| <b>TOTALS</b> | <b>58</b>        | <b>29</b>      |                             |                                  |

TOP SECRET OXCART

## A-12 VEHICLE



### AIRFRAME DATA

1. LENGTH: 99 FEET
2. SPAN: 56 FEET
3. WEIGHT (BASIC)  
52,700 LBS.
4. WEIGHT (FUELED)  
122,500 LBS.

### ENGINE DATA

1. TWO P & W JT11D20A  
AFTERBURNING TURBOJET  
WITH BYPASS
2. MAX. THRUST:  
32,500 LBS.
3. OPERATING LIMIT:  
MACH 3.2

### PERFORMANCE

(STANDARD DAY)

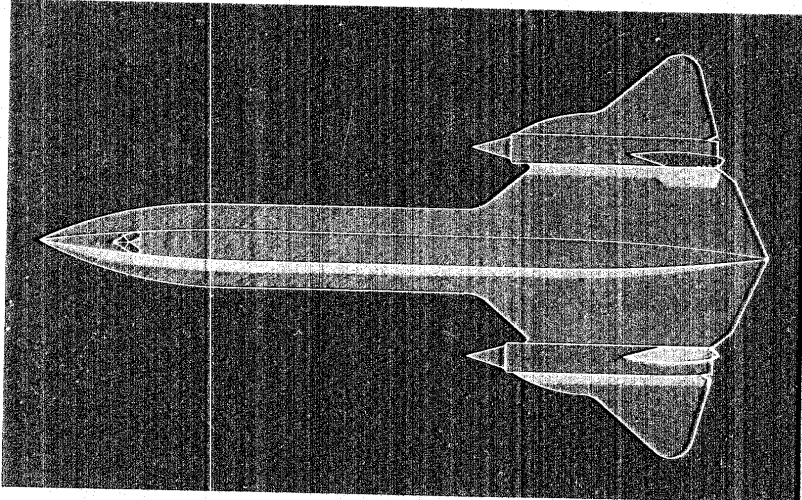
1. SPEED: MACH 3.2  
(1860 KNOTS)
  2. ALTITUDE: 84,000 FEET
- W/O AIR REFUELING

TOP SECRET OXCART

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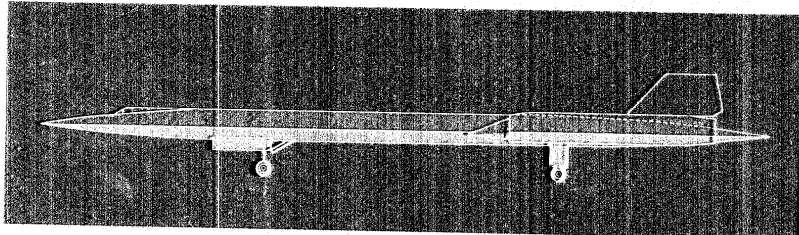
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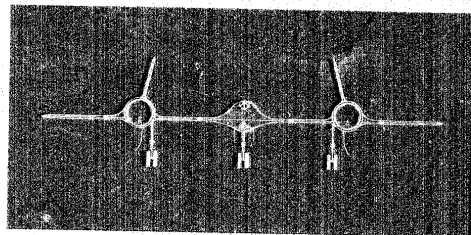


TOP

# A-12



SIDE



FRONT

TOP SECRET OXCART

## HISTORY

- 1 PRESIDENTIAL APPROVAL AUG 1959
- 2 CONTRACTUAL LETTERS OF INTENT JAN 1960
- 3 FIRST AIRCRAFT ROLL-OUT FEB 1962
- 4 FIRST FLIGHT (TEST) APR 1962
- 5 FIRST FLIGHT (TRAINING) FEB 1963
- 6 'EMERGENCY' OPERATIONAL CAPABILITY NOV 1964
- 7 OPERATIONALLY READY NOV 1965
- 8 DECISION TO PHASE-OUT DEC 1966
- 9 PRESIDENTIAL DECISION TO DEPLOY MAY 1967
- 10 FIRST OPERATIONAL MISSION MAY 1967

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