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6 May 1966

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MEMORANDUM FOR THE RECORD

SUBJECT: Conversation with [Redacted] P&W Division of United Aircraft Corporation, 4 May 1966, re U-2R Export Proposal

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1. On 4 May I travelled with Mr. Parangosky to Hartford, Connecticut, to visit with [Redacted] the head of the Special Projects Section, which for years has been supporting U-2 and A-12 engine requirements in the Agency. I outlined the steps taken to date, and asked [Redacted] if he would provide us with an informal cost estimate for engine procurement, spare parts support, and overseas overhaul, plus tech rep personnel in order to get the job done.

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2. I told [Redacted] that our basic concept revolved around a three aircraft capability and we speedily agreed that this meant a minimum of five engines per detachment with the possibility of a sixth depending upon the amount of flying done and the distance from the country operating the aircraft and the overseas overhaul facility. We also agreed on a flying hour requirement of approximately 125 hours per month including FCFs, instrumentation flights, etc. We took as our base a maximum of six pilots for whom 12.5 hours per month flying time would be required for either training or operations. P&W agreed to include the POL requirement in their cost estimate with the understanding that unless overseas refineries could be talked into the idea of producing small quantities of LF1A fuel, that the POL would have to be exported from the U.S. at an average rate of about 200 barrels per detachment per month. A rough cost estimate of .75¢ per gallon was agreed on for planning purposes. This figure, of course, is subject to adjustment depending upon the eventual SFC of the U-2R, a factor which cannot readily be determined until further downstream.

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3. [Redacted] felt that in the spare parts support picture we should plan to have these obtained by Lockheed domestically and shipped by them to the consumer. This suggestion was made in order to avoid two things: (1) involving United Aircraft Corporation International, which is a separate division of UAC with no experience in dealing with the U-2, and (2) the much higher prices quoted by UAI for overseas spare parts procurement. I

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GR: [Redacted]
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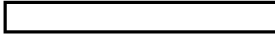

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Page 2

told him that our present thinking leaned in the direction of packaging the U-2R export scheme for marketing under the Lockheed aircraft service label in view of the worldwide capability extant in that organization. He seemed quite happy with this suggestion.

4. As far as engine overhaul is concerned, P&W has the following commercial capability at the present time:

France	SNECMA
Japan	JAL Airlines
Holland	KLM Airlines
Belgium	SABENA Airlines
Scandinavia	SAS
South Africa	S. A. Airways, Johannesburg
South America	SELMA, Brazil

Another basic assumption was that in scheduling overhauls we would use the figure of 500 engine hours for HSIs and 1000 hours for TBO. These are consistent with present J-75 rates and should not change for the B engine with which the U-2R would be equipped.  mentioned that this compared with the current figure of 6000 to 7400 hours TBO on the commercial version of the J-75 - the JT4D.  felt that he would need a week to develop these figures and, accordingly, said he would try to have them ready by Wednesday, 11 May, for inclusion in the package. It should also be noted that he felt that a single tech rep would be all that was required for a given detachment. He added that he would try to cost in East Hartford overhauling of the same engine, simply to give us a point of comparison between domestic and foreign overhaul prices. One encouraging factor was that it was his view that commercial overhaul could be accomplished in the facilities noted above between four and six weeks, rather than the much longer time which we use under the military overhaul system in East Hartford.

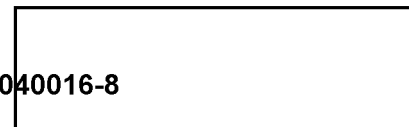


JAMES A. CUNNINGHAM, JR.
Deputy Director of Special Activities

cc: D/R/CIA

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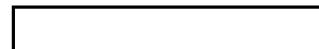


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Page 3

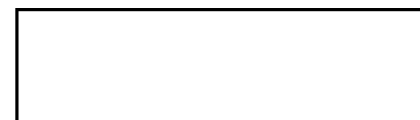
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