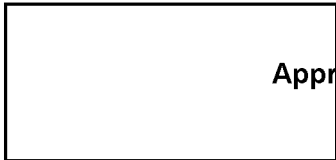


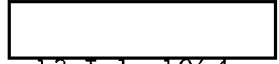
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13 July 1964

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MEMORANDUM FOR: Director of Security

SUBJECT: Conversation with [redacted] USAF (MC) (Ret.) regarding Mr. Robert Hotz, Editor Aviation Week

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1. In connection with our continuing interest in the level of knowledge of Mr. Hotz regarding the OXCART Program, [redacted] reported to me on 8 and 9 July, in some detail, regarding a conversation earlier in the week with Mr. Hotz at which time the subject of "the A-11" came up.

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2. There have been several references in Aviation Week in the past month to the A-11 aircraft at Edwards AFB in the columns of the magazine. One of these tidbits for the first time in print disclosed the fact that the vertical tail surface of the OXCART type aircraft is canted inward at an angle of about 15° (this was done to reduce radar cross section of the aircraft, for aerodynamic reasons). [redacted] mentioned to Hotz that "some of my friends in the Air Force in the Pentagon think that you are unnecessarily helping the enemy by passing along information of this sort". Hotz replied that this was not true since he knew the 15° angle on the vertical fins was there for improved aerodynamic performance and no other reason. This constitutes that Hotz knows neither his fundamental aerodynamics nor his radar.

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3. Hotz said that any and all information about the "A-11" which comes to Aviation Week goes across his desk for review prior to being printed. I asked [redacted] if he felt this represented any unusual level of interest on Hotz's part in the A-11, to which he responded negatively. Hotz said that far from giving aid and comfort to the Soviets, this screening process of his enabled him to withhold those

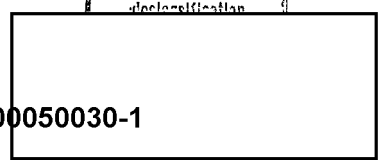
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GROUP 1 Excluded from automatic downgrading and declassification

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items which might otherwise assist the Russians. He cited as an example the fact that he had not printed an item which he had received indicating that aircraft of this type have a distinguishing color characteristic to their exhaust plume. According to  Hotz said that the color of the exhaust was "greenish" and could be readily observed even though the aircraft might not be visible, i. e. on quick climb take-offs. To our knowledge this is not the case since the airplane uses a basic hydro-carbon fuel as do all jets, with small quantities of Teflon added to prevent the hydraulic oil from breaking down too rapidly at high temperature. The Teflon, however, should not change the color of the exhaust.

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4. According to  Hotz relates his interest in the A-11 to an alleged dispute with General Carroll, the Director of DIA, and the Secretary of Defense in the early fall of 1963. Hotz approached General Carroll at the Air Force Association Convention in Washington and told him that he knew all about the A-11 (although not by name), and requested General Carroll's cooperation in obtaining preferential news treatment whenever the story was broken. Instead of receiving such treatment, Hotz was not even present at the 29 February press conference this year when the President broke the story. As you know, he made subsequent appeals to the then Presidential Press Secretary, Mr. Salinger, for additional information on the aircraft, citing alleged promises made him by General Carroll and through him the Secretary of Defense. These efforts were without result, and apparently Hotz has been nourishing a grudge ever since.

5. There is no question in this Office that Hotz is probably better informed on the interceptor version of the OXCART vehicle than anyone else in the technical press. If he chooses to make a big issue of the aircraft, or any other version of it, he could prove quite troublesome. Incidentally, he related his information on the vehicle to a reported guided tour of the A-11 at Edwards supposedly given under Air Force auspices to one of his sources. We know of no such tour having taken place.

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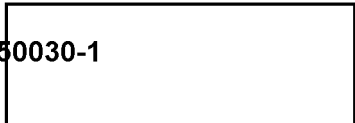
JAMES A. CUNNINGHAM, JR.  
Deputy Assistant Director  
(Special Activities)

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[Redacted]