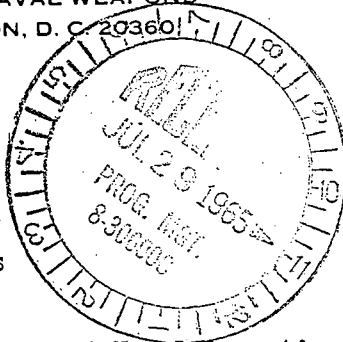




DEPARTMENT OF THE NAVY  
BUREAU OF NAVAL WEAPONS  
WASHINGTON, D. C. 20360



IN REPLY REFER TO

BUWEPS 10000.1D  
NWSA  
FTM-3226  
2 Jul 1965

BUWEPS INSTRUCTION 10000.1D

From: Chief, Bureau of Naval Weapons  
To: Distribution List

Subj: Material support of certain Chief of Naval Operations special projects

Ref: (a) NAVCOMPT Manual Vol. II  
(b) BUSANDAINST 4600.56A, Subj: Transportation of things financed through the Navy Management Fund; information related to

- Purpose. This Instruction promulgates information and invoicing instructions to supply activities when furnishing material support for certain special projects.
- Cancellation. This Instruction cancels and supersedes BUWEPS Instruction 10000.1C of 7 July 1964.
- Background. The Chief of Naval Operations has directed that material support be furnished by the Navy to the following aeronautical special projects:

<u>Project</u>	<u>Project Code</u>
BENT AXLE	ZZ1
RED CHERRY	ZZ2
OLD CHEVRON	ZZ3
IRON MIKE	ZZ4
NEW BILL	ZZ5

4. Information. Activities may expect to receive requisitions denoting that the requested material is required in support of one of the special projects listed in paragraph 3. Requisitions will be received from official government sources via various media (messages, telephone calls, DD Form 1348, etc.). Regardless of the requisitioning format, expeditious action must be taken by the supplying activity.

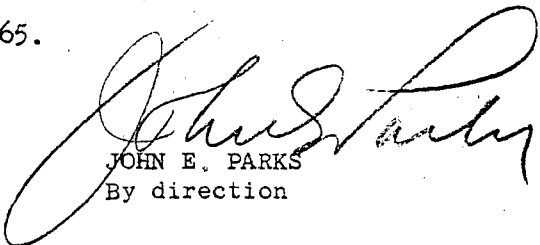
5. Action. Activities receiving requests for material in support of the special projects listed in paragraph 3 will process the requisition as a Priority Indicator 5 request regardless of the type of material involved. Issues will be invoiced to the Property Accounting Department (Acctg. No. 170), U.S. Navy Finance Center, Washington, D. C. 20390. Invoices shall clearly signify the special project to which the material was issued. The following specific expenditure instructions will prevail:

*Memo DR1-30600C-111 8-3-65  
to Mr. E. Kelly, L.B. Clark*

BUWEPSINST 1000.1D  
2 Jul 1965

BUREAU OF NAVAL WEAPONS

- a. NSA charges: expend at stock record price.
- b. APA charges (Cognizance Symbol 2A, 2T, 4T, 2J, 2R and 2V material)
- (1) Items having a unit cost of \$5000 or less expend at 40% of stock record price if repairable exchange item is turned in. (Expend 60% of stock record price to "Other Government Departments without reimbursement".)
- (2) Refer repairable items exceeding \$5000 in unit cost to the Bureau of Naval Weapons (FTM) for determination of billing cost.
- (3) If exchange item is not turned in, expend at stock record price.
- c. When transportation costs are incurred, the current fiscal year Navy Management Fund transportation appropriation, expenditure account and bureau control number as indicated in reference (a) will be used. Transportation Account Code (TAC) N554 will be indicated on all Government Bills of Lading as required by reference (b).
6. Concurrence. The Comptroller of the Navy and the Bureau of Supplies and Accounts concur with this Instruction.
7. Effective Date. 1 July 1965.

  
JOHN E. PARKS  
By direction

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Stocked at Supply Dept. (Code 514.32), NAVSTA, Wash., D.C. 20390

2 March 1966

MEMORANDUM

SUBJECT: CHIGOE

1. Dave Lane authorized to initiate purchase order action now on following items:

<u>No.</u>	<u>Item</u>	<u>Est. Cost</u>	<u>Lead Time</u>
APN - 153	doppler radar.	20K	120 days
ASN - 25	computer	4K	120 days
APN - 167	radar altimeter	7K	3 months
APQ - 110	terrain follow- ing radar	200K	6 months
<u>TOTAL</u>		<u>230-240K</u>	

(Informed Dave that Messrs. [redacted] were also wired in on this authorization). (b)(3)

The additional long-lead items (inertial nav. system - 300K) is not firmly designed as yet and selection between two systems cannot be made; accordingly, contractor was instructed to wait the necessary 10-14 days and get separate Hqs. procurement approval on it at such time as the item becomes firm.

2. Informed Dave that (a) in all likelihood Bill Seward (333-3158) will be the individual who authorizes movement of the vehicle; (b) go-ahead on the vehicle could be next Monday, (7 March 66) for his own planning purposes; (c) [redacted] (628-1083) will be out there next Monday and link should be available shortly thereafter; (d) [redacted] (783-4874) is taking [redacted] place during [redacted] absence. (b)(3)  
(b)(3)  
(b)(3)

[redacted] (b)(3)

1 March 1966

MEMO FOR THE RECORD

SUBJECT: CHIGOE

[redacted] called today: Contractor (Dave Lane - Ph: 214-455-9397) is preparing a list of long lead-time items on which they desire to initiate purchase order action now. The list is to leave Greenville 1 March 66. Both [redacted] will be away from Hqs. for the next week or so. ([redacted] is leaving 3 March). He stated that he does not want to give the contractor a blank check by authorizing procurement action in advance; rather, he wants the contractor indoctrinated in the practice of going thru the cycle with Hqs. and getting Hqs. approval after their review. He wants to impress on them the quick reaction potential of Hqs. In the present case this should occur. [redacted] stated, when the list is received, Contracts Division has his approval to notify the contractor to proceed to procure the long lead items in the list, without waiting for [redacted] return and review of the items. Stated the amount of such items may be in the range of \$100K - \$200K.

(b)(3)

(b)(3)  
(b)(3)

(b)(3)

(b)(3)

Security [redacted] Secretary (X-4517) notified of the possible delay problem in the list being received by either [redacted] before they depart, and asked to expedite the distribution of mail accordingly.

(b)(3)

(b)(3)

If the list arrives after [redacted] departure he is to be notified in [redacted] so the contractor can be given go-ahead to procure. [redacted] - [redacted]

(b)(3)  
(b)(3)

(b)(3)

(b)(3)

[redacted]

(b)(3)

23 February 1966

MEMORANDUM - CHIGOE

1. Ref telecon Dave Lane/[ ] this date, contractor is becoming increasingly concerned regarding normal routine maintenance of the vehicle during the interim until it is flown to Greenville. In addition the aircraft is badly needed to do measurements, etc. Contractor suggested, if easier for us, that perhaps we would want to send in a Navy crew to ferry to Greenville. Contractor pointed out that the longer the vehicle sits at Edwards the better chance that parts will be needed prior to ferry. He mentioned that probably the individual who is procuring the microfilm (Cmdr. Dick Warren) would be very helpful in obtaining spare parts and other supply support. Contractor also emphasized that the vehicle's engines can't sit very long without attention - the vehicle should get normal squadron routine maintenance - also mentioned the PRT's on the engines (power recovery turbines) and their sensitivity to non-use. (b)(3)
- (b)(3) 2. As a result, telecon [ ]/Seward/[ ] [ ] authorized Contractor to send back in its ground crew to update maintenance. (b)(3)
3. This proved unnecessary. Bill Seward in telecon with Edwards confirmed that Kelly's people are giving the engines normal engine pre-flight run-up every 3 days and the jets every 5 days. Bill stated this is normal Navy practice. Also, that we will continue to do this until the vehicle leaves Edwards.
4. Dave stated that for the time being at least, they would "stick with the quote of \$3071 for reconditioning and ferry the aircraft."
5. Regarding implementation of some portions of Phase II, he feels that there are some items - long lead time type - which are firm enough that procurement action could advantageously be initiated during Phase I. However, nothing in connection with the installation work could go forward due to interface requirements. He stated that any other work is dependent upon results of Phase I before any cost figures could be developed. We notified him to discontinue efforts in this direction - attempting to cost separate work elements on Phase II which could be commenced.

6. Regarding 3rd party liability insurance, his inquiries showed that LTV does carry this type insurance as applicable for any time LTV people are in control of an aircraft or any time trouble resulting from work performed by LTV is LTV's fault. They do not carry insurance coverage for Government aircraft per se.

7. Contractor was requested to submit certified coverage of list of flight crew members to insure certification coverage under the flight risk clause, should the authority to fly the vehicle occur before anticipated.

8. Also advised Dave that we are considering adding two new items to the work statement to cover conditioning and ferrying the vehicle by Contractor personnel. Considering incorporating both items in combined FP of \$3071 per Contractor quote.