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~~CHIGOE~~

BYE-3078-65

Copy 7

22 November 1965

MEMORANDUM FOR THE RECORD

SUBJECT: Visit to LTV Electrosystems - Project CHIGOE

1. On 19 November 1965, [redacted] from ORD and Lt. Col. Seward from OSA visited LTV Electrosystems at Greenville, Texas, for initial presentation of proposed modifications to a P2V7 to provide a multi-sensor platform. [redacted] outlined the requirement to modify a P2V7 as a first-base strike reconnaissance aircraft. Its natural follow-on employment would be as the hunter/locator vehicle for a near real-time hunter/killer team. It is also likely that the Agency can use this aircraft for reconnaissance of undefended areas where conventional photography is limited because of dense foliage. One caveat to this project is that no complete new state-of-the-art inventions are to be made. [redacted] (b)(3)

[redacted] A basic (b)(3) 10 USC 130 agreement was arrived upon in a meeting with the following personnel:

- | | |
|----------------------------|----------------------------|
| D. L. Hearn | V. Pres. - Greenville Div. |
| C. Raines | |
| C. V. Slagle | |
| C. R. Farmer, Jr. | |
| T. L. Loposer | |
| E. B. Carne | Dir. Engineering |
| K. M. Maddux | |
| Dave Lane | Program Manager |
| [redacted] | ORD (b)(3) |
| Lt. Col. William A. Seward | OSA |

2. LTV will submit a basic proposal as soon as possible. this proposal to be amended so that a formal bid can be presented probably in two weeks. [redacted] is the Program Manager with OSA providing support for aircraft procurement, crew selection and training and definition of communications and defensive systems requirements. (b)(3)

3. The following is a brief outline of initial areas of agreement and description of needs yet to be satisfied.

GROUP 1
Excluded from automatic
downgrading and
declassification

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a. LTV

(1) Submit a formal proposal and bid for the complete multi-sensor aircraft.

(2) Provide periodic statistical reports in a form satisfactory to LTV, ORD and OSA.

(3) Assume responsibility for electromagnetic interference investigation, test and integrity.

(4) Assist in providing field support equipment requirements.

(5) Provide drawings and manuals for aircraft and system relationships.

(6) Provide operational crew familiarization during final test phase.

(7) LTV needs a primary and secondary source of supply for aircraft parts. It is assumed that ultimate operators will supply their own parts after final aircraft are delivered.

(8) LTV will train operational systems operators in the use of equipment but in conjunction with suppliers of installed systems.

(9) LTV will provide a test plan to include the assumption that they will use their own flight test crew to pick up the aircraft from Litchfield Park, accomplish all required flight tests and provide familiarization training to at least one operational crew.

(10) LTV desires that their flight test crew be allowed to select from a group of P2V7's which are assumed to be in storage at Litchfield Park. This will have great advantages to all concerned since the crew is intimately familiar with P2V aircraft and has an excellent working relationship with the personnel at the storage area. If this can be done, we are bound to get a suitable aircraft.

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(11) They suggest also that the Terrain Following Radar (TFR) be installed as a manual unit since there have been no definitive studies made for such systems to be linked to an automatic pilot at the required low speeds and low altitudes.

(12) LTV assumes, and OSA agrees, that LTV will probably be required to IRAN the aircraft.

(13) They need complete engineering drawings, flight test data for the basic P2V7 aircraft and loft drawings as soon as possible. This also will eliminate expensive and time-consuming structural studies which otherwise must be made.

b. ORD

(1) Provide program manager and overall guidance for entire project.

(2) Provide test instrumentation and technical recording and report requirements.

(3) Provide interface between LTV and other system vendors.

(4) Provide acceptance plan which will provide for a fast sign-off of requirements completed, and ultimately acceptance of the entire weapons system.

(5) Select targets for test period.

(6) Require vendors to provide instruction manuals for their equipment.

(7) Coordinate technical representative requirements with systems vendors, LTV, and operational users. At this point, we assume one technical representative from Texas Instruments and one for the remainder of the systems will be required by operational units.

(8) Coordinate field support requirements.

(9) Provide GFE to LTV with assistance from OSA as required.

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(10) Coordinate with OSA for contract terms and periodic dispersal of funds. It is assumed that [] as program manager, will coordinate on all funding authorizations.

(b)(3)

c. OSA

- (1) Provide operational guidance for the entire weapons system.
- (2) Procure a P2V7 aircraft and required drawings.
- (3) Assist in determining communications requirements and operational procedures.
- (4) Provide guidance in selection of defensive and warning systems and ordnance selection and use.
- (5) Determine crew composition and training requirements.
- (6) Coordinate with FAA for any special use requirements and for special use of air space during test phase.
- (7) Coordinate with the military services for the use of overseas test areas.
- (8) Coordinate with military services for assistance in determining operational procedures such as tactical cooperation with fighter aircraft.
- (9) Write a Specific Operational Requirement.
- (10) If necessary, provide a TWX link to LTV at Greenville. This will undoubtedly become necessary before long.
- (11) Determine any special requirements such as sterilization of aircraft, provision for foreign crews, etc., which might arise when and if the Agency employs this type of aircraft.
- (12) Determine what, if any, security requirements exist and, if they do exist, provide security guidance and control to OSA, ORD and LTV. The LTV Greenville Security Officer is Ed Kyle who is known to Agency security personnel.

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4. LTV is now in a fairly slack period in which they can devote some considerable attention to this problem. It behooves us to move this project as fast as possible to take advantage of the full-time emphasis which LTV can put on it at this time. The first and major task to be performed is to procure a P2V7 aircraft without delay. The second major item is to conclude a firm contract to get work under way. If military crews are to be provided for Agency use of this aircraft, we must anticipate approximately nine months time before they can be on board. This means that the military crew will be available a maximum of five months before the planned delivery date of the final system. This also coincides with the predicted flight test period which was to be initiated approximately nine months after a contract go-ahead. The basic factor in the entire project is delivery and validation of in-flight sensor systems.

(b)(3)

WILLIAM A. SEWARD, JR.
Lt. Colonel USAF
Chief, Plans for Field Activities, OSA

Plans/FA/WASEWARD:lem (22 Nov 65)

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