

AQUILINE

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3.5(c)

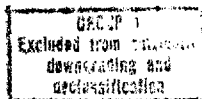
Copy of  
20 September 1971

MEMORANDUM FOR: Deputy Director for Science and Technology

SUBJECT: Area 51 Aircraft Support Requirements

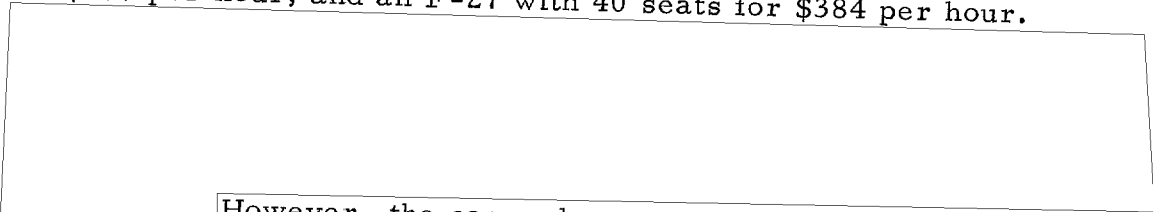
REFERENCE: Memo from D/SA to DDS&T dated 23 June 1971;  
Subject: Same as above (OSA 1509-71)

1. This memorandum contains a recommendation for your approval. Such recommendation is contained in paragraph 8.
2. Approval was granted in the above reference to continue the Las Vegas/Area 51 shuttle during the period 1 July through 30 September 1971, with funding by OSA. During this period, we have reexamined the various requirements affecting the continuing need for air support in an effort to arrive at a satisfactory solution for all concerned. Considerations affecting the shuttle are discussed in the following paragraphs.
3. Project AQUILINE has a continuing requirement for aircraft support to transport up to 3500 pounds of cargo and between five and 20 passengers between Long Beach and Area 51 on virtually a weekly basis. Additionally, AQUILINE requires an aircraft that will provide eight hours on station above 20,000 feet for radio relay and test bed purposes. (See Attachment 1 for a breakout of flying hour requirements).
4. As presently authorized, the base cadre, AQUILINE, and [redacted] have a combined potential of some 104 daily shuttle passengers. [redacted] is currently negotiating with EG&G to contract for a Martin 404 with a 44 seat capacity. Assuming that [redacted] does acquire the Martin 404, [redacted] will continue to need daily shuttle support for a minimum of 21 people. This leaves 60 people still needing transportation. Attachment 2 further explains the breakdown of shuttle passengers by source.



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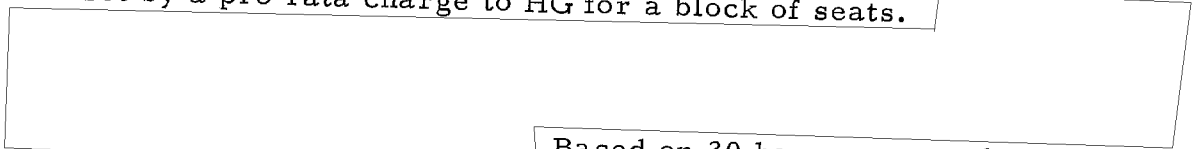
5. The large DC-6 (85 seat capacity) can be acquired at a cost of \$666 per hour; the small DC-6 (80 seat capacity) at a cost of \$499 per hour; and an F-27 with 40 seats for \$384 per hour.



However, the cargo doors on available F-27s are too small to accommodate the present size AQUILINE cargo. It can meet AQUILINE radio relay altitude requirements for their tests but must land and refuel for the longer duration sorties. Other aircraft considered include the C-46 and Convair 440. These will not meet our needs for various reasons.

6. Related additional factors worthy of consideration are increased productivity on the job and improved morale as opposed to the lowered productivity and morale when it is necessary to drive back and forth to Las Vegas or to remain overnight on base. A definite amount in savings or tangible benefits to the government cannot be pinpointed for these items. However, operation of the shuttle is considered a success as far as these factors are concerned.

7. A DC-6 continues to be the most desirable aircraft from the standpoint of AQUILINE test, training and cargo requirements as well as its ability to meet overall shuttle needs. Part of the cost can be offset by a pro rata charge to HG for a block of seats.



Based on 30 base personnel using the shuttle, this amounts to some \$75,000 annually. Savings to government for fewer rental cars and less per diem to transient personnel cannot reasonably be calculated but is significant.

8. I recommend that approval be given to continue the Las Vegas/ Area 51 shuttle during the 1 October 1971 through 30 June 1972 time period using the small DC-6. (See Attachment 4 for derivation of cost).



WENDELL L. BEVAN, JR.  
Brigadier General, USAF  
Director of Special Activities

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Attachments: 4

- 1 - Flying Hour Requirements
- 2 - Potential Shuttle Passengers
- 3 - Cost Factors
- 4 - Cost Determination for Small DC-6

The recommendation contained in paragraph 8 is approved:

[Redacted Signature]

Deputy Director for Science and Technology

Date

SAS/O/OSA: [Redacted] 5708 (17 Sept. 71)

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- 11 - AQUI/OSA
- 12 - RB/OSA

*Pls give me a report each month*

[Redacted]

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Attachment 1

FLYING HOUR REQUIREMENTS  
(Projected from DC-6 Performance)

	<u>HOURS MONTH</u>	<u>HOURS YEAR</u>
Test Bed/Relay	16	192
Shuttle: Long Beach/Area	14	168
Dead Head: Marana/Long Beach	16	192
Shuttle: Las Vegas/Area/Las Vegas	<u>34</u>	<u>408</u>
Totals	80	960

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Attachment 2

POTENTIAL SHUTTLE PASSENGERS BETWEEN LAS VEGAS AND AREA 51

BASE

Base Staff	4
Staff Military	1
Weather and AFCS	7
Contract	9
EG&G	9
	( 30 )

AQUILINE	9
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[Redacted]

EG&G	36
Air Force	26
TDY/Visitors	3
	( 65 )

TOTAL	104
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Less [Redacted]	44
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NET	60
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COST FACTORS

PART A: FLYING HOUR COSTS

	<u>Hr. Rate</u>	<u>8% Fed. Tax</u>	<u>Total</u>	<u>No of Seats</u>	<u>Hr Ins</u>	<u>Gross Costs</u>
DC-6 (1)	\$575.	\$46.	\$621.	85	\$45.	\$666.
DC-6 (2)	\$420.	\$34.	\$454.	80	\$45.	\$499.
F-27	\$330.	\$27.	\$357.	40	\$27.	\$384.

Insurance Costs on DC-6 \$43,000 per year. \$45. per hr based on 960 hrs.  
 Insurance Costs Estimated on F-27 \$20,000 per year. \$21. per hr based on 960 hrs.

PART B: SHUTTLE COST - LSV/AREA/LSV

	<u>Seats</u>	<u>Costs per Hour</u>	<u>Costs per Month</u>	<u>Costs per Year</u>	<u>Seat Costs Month</u>	<u>Year</u>
DC-6 (Large)	85	\$666.	\$22,644.	\$271,728.	\$266.	\$3,197.
DC-6 (Small)	80	\$499.	\$16,966.	\$203,592.	\$212.	\$2,545.
F-27	40	\$384.	\$13,056.	\$156,672.	\$392.	\$3,917.

PART C: ANNUAL COSTS FOR LSV/AREA SHUTTLE (BASED ON FULL LOAD)

<u>No. of Seats</u>	<u>DC-6(1)</u>	<u>DC-6(2)</u>	<u>F-27</u>
10	\$31,970	\$25,450	\$39,170
20	\$63,940	\$50,900	\$78,340
30	\$95,910	\$76,350	\$117,510
40	\$127,880	\$101,800	\$156,680
50	\$159,850	\$127,250	_____

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Attachment 4

COST DETERMINATION FOR SMALL DC-6

(1 October 1971 through 30 June 1972)

Annual Shuttle Cost	\$203,592	
9 Month Shuttle Cost		\$152,694
Less Charge to <input type="text"/>		\$ 50,895 *
Balance		\$101,799
Rounded To		\$102,000
* 50 Seats for two months @ \$10,604/mo.		
until <input type="text"/> is in operation		\$ 21,208
20 Seats for seven months @ \$4,241/mo.		\$ 29,687
Total Charge to <input type="text"/>		\$ 50,895

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*File in Shuttle folder*

REFERRED TO OFFICE	RECEIVED			RELEASED		SEEN BY	
	SIGNATURE	DATE	TIME	DATE	TIME	NAME AND OFFICE SYMBOL	DATE

*This paper never released.*