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19 July 1966

MEMORANDUM FOR: Deputy Director, National Reconnaissance Office

SUBJECT: U-2 Program; Memorandum for the NRP Executive Committee

25X1 [redacted] had several of us from OSA in this morning to discuss the subject paper and stated that he had already made several suggestions to you concerning the paper. However, in addition he requested we informally send our notes to you with his approval and for your consideration.

25X1 I believe [redacted] mentioned to you earlier concerning page 1 of subject memorandum that the loss of four aircraft during the six months of this year has not significantly influenced the attrition rate. It could be more factually presented and its impact on operations better understood if the rate was presented for the six month period as for the entire period.

We do not agree with the statement on page 1 that the present U-2 inventory will provide adequate capability for the next 1 1/2 to 2 years. This statement is presented as fact when actually not much more than an educated guess. 25X1

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On page 2 and throughout the memorandum reference is made to the fact that 8 aircraft are assigned to SAC. Since we feel that the basic document is a fair representation of the facts, we believe that the two aircraft though in modification status presently are registered with SAC and are actually part of their inventory. In other words, wherever the statement is made referring to the number of aircraft presently owned by SAC , the figure should reflect 10 U-2's vice 8. The fact that two are in overhaul and modification does not change this fact.

25X1 [redacted] requested the top of page 2 where CIA is noted as having 6 U-2's that parenthetically should be added agreed force level is ~~not an~~ nine aircraft.

On Page 3 the paper notes that 2 U-2 aircraft are being modified to permit exchange of aircraft between CIA and SAC. This is not correct. The aircraft were and are being modified to enhance their capability. The fact that aircraft may be more easily exchanged is a convenient fall out of the original modification program.

Both the basic paper and the attachment from Edwards leave the uninformed reader with the feeling that if AFSC has any U-2 aircraft taken from it that their research programs will suffer in increments of 25 percent since it is noted that they have 4 aircraft. In all fairness to the reader, it should probably be pointed out that AFSC has high altitude RB-57's which

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can and are used for the same collection purposes for which the U-2 aircraft are employed. Thus the loss of one or more of the U-2's would not be as great an impact on AFSC as the reader might conclude.

Since the purpose of the subject memorandum is explanation or justification for the purchase of the U-2R aircraft, we strongly recommend that either this recommendation come first in the list or that if left as the sixth conclusion, it should be stated strongly that all other measures are only partial solutions to the problem and point up the need for the purchase of the U-2R aircraft. The suffix R should be used wherever applicable to leave no doubt that this is a new model U-2 to be purchased.

Admittedly, most of the above could properly be labeled nit-picking and we submit it for your consideration only. We also feel that the paper basically is a good one and has provided food for thought, at least in operations, for reviewing several of our own concepts, principally the participation of the RAF and the dual staging capability. I personally feel that the 2 aircraft now in modification phase at Lockheed could be turned over to the Agency to compromise the force level of 8 vice 9 noted earlier with the understanding, of course, that the loss of another aircraft by the Agency the permanent force level would then be reduced to 7. This latter feeling is my own and does not reflect the views necessarily of Gen Ledford

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