

SAPG-3572 ✓
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31 January 1956

Dear Kelly:

In Washington on 24 January you left with me an outline in writing of a proposed modification program which Os and I discussed with you. I am writing to summarize my understanding of the Program on which we agreed, which differs in certain details from your proposal. My understanding is as follows:

1. Four aircraft will be assigned to Detachment A. Modifications on these must be completed and they must be operational no later than 6 April 1956. These will be numbers 345, 346, 347 and 348.

2. The modifications to be accomplished will be those set forth under paragraph 5 of your Modification Program. (See attached copy)

25X1A out [] 3. These modifications on these four aircraft will be carried taking advantage of weather interruptions and other available time.

4. Aircraft number 344 is presently assigned to flight test and will remain so until the delivery of number 349. At that time (the end of April) number 349 will be assigned to flight test and number 344 made available for training.

25X1A 5. The modification of aircraft numbers 342, 343 and possibly 344 will have to be performed at Burbank. Since it will probably be impossible to withdraw any of these aircraft from active use until after 15 April, their modification will start with the return of one aircraft to Burbank at the time of delivery of number 350 [] Modification can be undertaken sooner if, in agreement with [] it should prove feasible. 25X1A

Our views on two other modifications which are not included in your list but which we discussed are as follow:

1. We desire parallel wiring to the ignitor plug as soon as possible. This applies to all aircraft.

2. With regard to the stabilizer change, we feel that emphasis should be placed on the high altitude stability characteristics. It would be ideal to have the higher Mach No. limitations of the new stabilizer. However, if it is firmly established that stability at altitude is adversely affected, we desire the old stabilizer. A possible compromise to this situation, if the difference in stability between the two stabilizers is negligible, would be to leave the present stabilizer on the first ten aircraft and place the new stabilizer on the last ten with no retroverting program involved. We

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request your final recommendation on this problem.

We discussed briefly the rather extensive rearrangement of cockpit instruments and equipment proposed by [redacted] in his report to the Commander, SAC. Pending further discussion with [redacted] most of these modifications do not appear to us to be necessary. Accordingly, only such modifications as can be made easily by agreement between you and [redacted] should be undertaken until there has been an opportunity for a further conversation and final decision on this matter.

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In the meanwhile, the following decisions concerning certain matters you had discussed with [redacted] are confirmed.

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1. No change will be made in the Collins HF radio equipment already installed or in process of installation in certain aircraft as a navigation aid for use in the ZI. It is our present expectation, however, that all aircraft thus equipped with the Collins radio will be placed in a standard configuration, which will eliminate this equipment before transfer overseas.

2. We will not install the large battery in the aircraft since there is no operational requirement for this item. If, however, there is any possibility of providing for limited commo facilities in an emergency with only a small weight penalty, we would like to consider the feasibility of this move.

I hope the above is in accord with your understanding. It was as always a great pleasure to see you again.

My best regards.

Yours,

(S)

Dick

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cc: [redacted]

RMB:djm

1-Addressee

2-RMB Chrono

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3-[redacted] (Sterile Copy) *Reattached*

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4-Contracting Officer

5-Dep. Pro. Dir.

6-Project Subj. - [redacted]

Bring to him at Hqs.

7-Project Chrono

8-Project Reading

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