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OXCART/IDEALIST 25X1A2g

██████████-6384-68  
Tab B  
Section 1

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 October 1967 - 31 December 1967)

I. AIRFRAME

The number two U-2R aircraft had its first flight during this time period, 29 December 1967.

II. PROPULSION

A U-2R technical meeting was held at Lockheed on 9 November. The outstanding propulsion system oriented problem involved insufficient cooling of the engine oil by the air/oil cooler. Recent modifications to the air flow passages to the air/oil cooler and addition of an engine supplied fuel/oil cooler seem to provide oil temperatures to the engine which are below max allowable, even at high altitude flight conditions.

III. PAYLOAD

25X1A5a2 A. During this period a proposal was received from ██████████ for delivery of six rotating optical bar panoramic cameras that would provide the U-2R with a reconnaissance capability of ██████████  
25X1D0c ██████████ convergent stereo coverage at ground resolution of ██████████  
25X1D0c ██████████ Action was taken to coordinate Agency and USAF requirements for such a system and to request funding for the procurement.  
25X1D0c

B. Photography obtained in a controlled test program was processed normally and by a Bimat process to evaluate

25X1A2g

OXCART/IDEALIST  
~~TOP SECRET~~

HANDLE VIA ██████████  
CONTROL SYSTEM

~~TOP SECRET~~  
OXCART/IDEALIST 25X1A2g

██████████-6384-68

Tab B  
Section 1  
Page 2

resolution capabilities of Bimat processing for the purpose of establishing advantages of a field Bimat processing system. Evaluation is currently underway.

C. Design improvements were completed and incorporated in serial number 1 T-35 tracker viewing station. Retro-fit of S/N 2, 3, and 4 will be completed in January and February 1968.

#### IV. LIFE SUPPORT

##### A. U-2C Program

1. Q-445 Seat Kit Improvements: An ECP was requested from LAC during this period, for improved quick disconnects, oxygen system and for sleeping bag packed cushions.

2. Nomex Coveralls: Have been ordered and are in production for all IDEALIST pilots.

##### B. U-2R Program

1. S-1010 Pilots Protective Assembly: The prototype PPA was completed and evaluated during October 1967. Initial evaluations were performed by ██████████ in the ARO of Buffalo Altitude Chamber. The results which are the subject of a previously distributed report, were very satisfactory. A cockpit evaluation of the prototype PPA was conducted during November, with satisfactory results. The PPA was demonstrated to IDEALIST pilots at Detachment G during November and was well received. The S-1010 PPA final design was approved and production of PPA's for project pilots began in late November, with the first 2 PPA's to be ready for fitting in February 1968.

2. Support Equipment: AGE and test equipment for the S-1010 PPA has all been delivered to Detachment G during this period.

25X1A9a

25X1A2g

OXCART/IDEALIST

~~TOP SECRET~~

HANDLE VIA ██████████  
CONTROL SYSTEM

~~TOP SECRET~~  
OXCART/IDEALIST 25X1A2g

██████████-6384-68

Tab B  
Section 1  
Page 3

3. Training: Life Support personnel at Detachment G received two weeks of AGE and test equipment training by ARO of Buffalo during this quarter.

25X1A2g

OXCART/IDEALIST  
~~TOP SECRET~~

HANDLE VIA ██████████  
CONTROL SYSTEM

██████████-6384-68

Tab B  
Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 October 1967-31 December 1967)

I. OVERFLIGHT SUMMARY

25X1X7 1. One Agency U-2 mission was flown during the second quarter of FY 68. An additional five were scheduled but were subsequently cancelled for lack of ██████████ approval or deteriorating weather.

25X1A6a 2. Mission C327C was flown on 13 December from ██████████ by ██████████. This mission was  
25X1A2g flown approximately ██████████  
25X1C10b ██████████. This was the second  
25X1C10b operational mission utilizing the "H" camera. The weather was CAT I (5% cloud cover) and photographic interpretability were rated fair. Two of the targets covered were good, 37 were fair and 22 poor.

II. GENERAL

25X1A2g 1. ██████████ the ferry of  
25X1A6a Article 385, was scheduled to depart from Edwards to ██████████ on 7 November but was delayed two months due to wing modification requirements.

25X1A2g 2. ██████████ One U-2 was deployed to Cecil NAS, Florida on 6 December in support of the U. S. Navy in obtaining photographic coverage of targets on the South East coast of the U.S., the Southern Border of the U. S. and the West coast of the U. S.

25X1A2g ██████████ consisted of four scheduled missions in which Project Headquarters simulated Detachment "G" deployment to a forward operating base for the purpose of conducting photographic missions.

25X1A2g

OXCART/IDEALIST  
~~TOP SECRET~~

HANDLE VIA ██████████  
CONTROL SYSTEM

~~TOP SECRET~~  
OXCART/IDEALIST 25X1A2g

6384-68

Tab B  
Section 2  
Page 2

Three missions were flown which included 25 targets from Southern California to Florida and all of the East coast targets. Eight targets were missed because of weather (two were priority two and the remaining six were priority three). All priority one targets were covered.

The last mission covering the targets on the West coast is to be flown in January.

3. Four RED DOT missions were successfully flown in October. These are film evaluation missions.

25X1A2g  
25X1A2g

4. [REDACTED] There were 16 [REDACTED] missions flown in this quarter. These flights were conducted to evaluate special ECM equipment performance and possible interference with other EWS equipment aboard the aircraft. A complete system checkout of Article 385 prior to ferry to [REDACTED]. This check had to be reaccomplished upon return of Article from LAC after completing wind modification. This included Systems 6A, 9B, 12C, 13C, O/S Mark III and related tie-in functions.

25X1A6a

25X1A2g  
25X1A2g

5. [REDACTED] (Infrared Detector Tests) [REDACTED] flights were scheduled to fly out of Edwards on December 5, 7, 12 and 14. The first two days of flight test were satisfactory, however; System 20 was damaged on landing on 7 December when the right wing dropped due to gusting cross winds. This damage resulted in delaying the remaining [REDACTED] [REDACTED] flights for approximately two months.

25X1A2g  
25X1A2g

6. As a result of wing cracks discovered on SAC U-2 aircraft; all project U-2's were grounded on 6 November. Subsequently an ultrasonic inspection was completed by LAC team to determine the status of all project U-2 aircraft. This inspection revealed

25X1A2g

OXCART/IDEALIST  
~~TOP SECRET~~

HANDLE VIA [REDACTED]  
CONTROL SYSTEM

OXCART/IDEALIST 25X1A2g

██████████-6384-68  
Tab B  
Section 2  
Page 3

that Articles 385, 349 and 359 had flaws and were scheduled for modification at LAC. Article 359 was released for flight with the following restrictions:

1. Maximum load factor must be reduced by 25%.
2. Article 359 not to be used in training of ██████████ Pilots.
3. Article to be inspected regularly for wing cracks after 25 hours of flight and at 50 hour intervals thereafter.

25X1X7

25X1A2g

Article 383 at ██████████ was inspected by a LAC team and released for flight on 15 November with a reinspection after 25 hours and at 50 hour intervals thereafter.

Approximately five weeks per article is required to complete the wing modification at LAC. Two articles have been completed with one article presently undergoing modification at LAC. The remaining articles are programmed to be completed in the next quarter.

25X1A2g

7. ██████████ have completed all ground training and the initial flight training consisting of fifteen missions in the U-2. Both ██████████ have returned to ██████████

25X1A2g  
25X1X7

8. U-2R. The first flight for U-2R aircraft number two (NS09X) was flown on 29 December for a period of one hour and twenty three minutes. The first flight profile was completed as planned.

U-2R aircraft number one has completed twenty flights with a total accumulated flying time of forty hours and fifty one minutes.

Plant OJT for LAC supervisors and crew chief, and for two pilots at Detachment "G" started on 18 December at LAC (Burbank). Additional classes for mechanics and some flight line supervisors from ██████████ is scheduled to begin in January.

25X1A2g

25X1A2g

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CONTROL SYSTEM

~~TOP SECRET~~

~~TOP SECRET~~  
OXCART/IDEALIST

25X1A2g

~~TOP SECRET~~-6384-68

Tab B

Section 2

Page 4

It is anticipated that the first Detachment U-2R (aircraft number three) delivery date will be in late February.

III. PILOTS AND AIRCRAFT

25X1X7

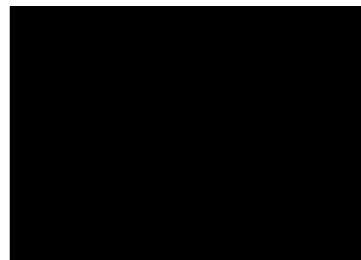
United States

Aircraft

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Pilots

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25X1X7

25X1A2g

OXCART/IDEALIST  
~~TOP SECRET~~

HANDLE VIA ~~TOP SECRET~~  
CONTROL SYSTEM

~~TOP SECRET~~  
OXCART/IDEALIST

25X1A2g

██████████-6384-68  
Tab C

RESEARCH & DEVELOPMENT, OSA

QUARTERLY PROGRAM PROGRESS REPORT

(1 October 1967 - 31 December 1967)

25X1A5a2

1. A contract for an aircraft drag reduction investigation was signed with the ██████████

25X1A2g

2. General Bacalis, OSA staff members and LAC were briefed on the D/R&D ██████████ drone concept. LAC will submit a proposal.

25X1A2g

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