

25 JUL 1972

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Approved For Release 2004/05/13 : CIA-RDP75B00285R000200050028-5

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Copy 9 of 12

24 JUL 1972

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MEMORANDUM FOR: Director, CIA Reconnaissance Programs

SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST

Program Progress Report for the period 1 April 1972 - 30 June 1972.

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

Attachments -

As stated

[Redacted]

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NRO review(s) completed.

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[Redacted]

EXEMPT FROM GENERAL DECLASSIFICATION SCHEDULE  
OF E. O. 11652, EXCEPT WHERE SHOWN  
OTHERWISE: (1) (2) (3) or (4) (circle one or more)

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GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
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SAS/O/OSA [Redacted] (10 July 1972)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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Section 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 April 1972 - 30 June 1972)

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I. [Redacted] OPERATIONAL MISSION SUMMARY

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[Redacted] IDEALIST/TACKLE operational missions were alerted during this period. [Redacted] were flown, three were cancelled due to weather, and one was cancelled due to equipment malfunction. All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of missions completed:

1. Mission C062C was flown along the North Central China Coast on 4 April 1972, utilizing the "H" configuration. Forty-eight targets were covered of which eight were bonus. [Redacted]

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[Large Redacted Block]

5. Mission C112C was flown in the Port Arthur area on 2 May 1972, utilizing the "H" configuration. Fifty-five targets were covered, of which forty-five were programmed. [Redacted]

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8. Mission C142C was flown in the Taiwan Straits area on 3 June 1972, utilizing the "H" configuration. Forty-six targets were covered including two new bridge structures. [Redacted]

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[Redacted]

9. Mission C152C was flown along the South China Coast on 8 June 1972, utilizing the "H" configuration. Excessive cloud cover prevented the majority of targets being covered. However, a new radio communications facility and a new naval facility were discovered. [Redacted]

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[Redacted]

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II. [Redacted] GENERAL

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A. [Redacted] RED DOT - Six sorties were flown in support of continuing film tests using various film types and camera configurations in the U-2R.

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[Redacted]

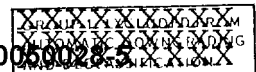
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C. [Redacted] Lens - One sortie was flown to qualify the [Redacted] Apochromatic Lens. Twelve sorties were flown to test the new color corrected "H" lens.

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[Redacted]

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Page 3

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D. [Redacted] Light Weight HF - One long range sortie was flown in support of system qualification. System was qualified on this flight.

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E. [Redacted] Pilot Training - [Redacted] completed initial qualification in the U-2R. Operationally Ready (OR) status will require completion of survival training.

[Redacted]

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III. [Redacted] PILOT AND AIRCRAFT STATUS (AS OF 30 JUNE 1972)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots

[Redacted]

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B. Detachment "H"

Aircraft

Pilots

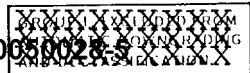
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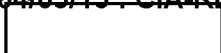
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Section 2

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 April 1972 - 30 June 1972)

I.  AIRFRAME

A. Light Weight HF Radio - The light weight 718U-7 HF radio system has been installed in all aircraft. This system reduces forebody weight by 101 pounds.


B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction were 8943.1 hours on 2721 sorties as of 30 June 1972.

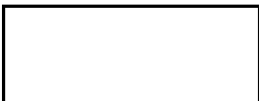
2. Flight test and operational data are depicted below:

	<u>1 APR-30 JUN</u> <u>FLIGHTS</u>	<u>1 APR-30 JUN</u> <u>TIME</u>
1 - 051	40	126.9
2 - 053	38	132.5
3 - 054	53	155.1
4 - 055	<u>59</u>	<u>180.8</u>
TOTAL	190	595.3

II.  PAYLOAD

A. "H" Configuration - The first new lens was installed in "H" Serial Number 003 and completed the last test flight on 29 June with satisfactory operation. The unit was prepared for shipment on 1 July to Detachment "H". Serial Number 002 will be returned to  in early July for installation of second new lens.

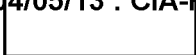
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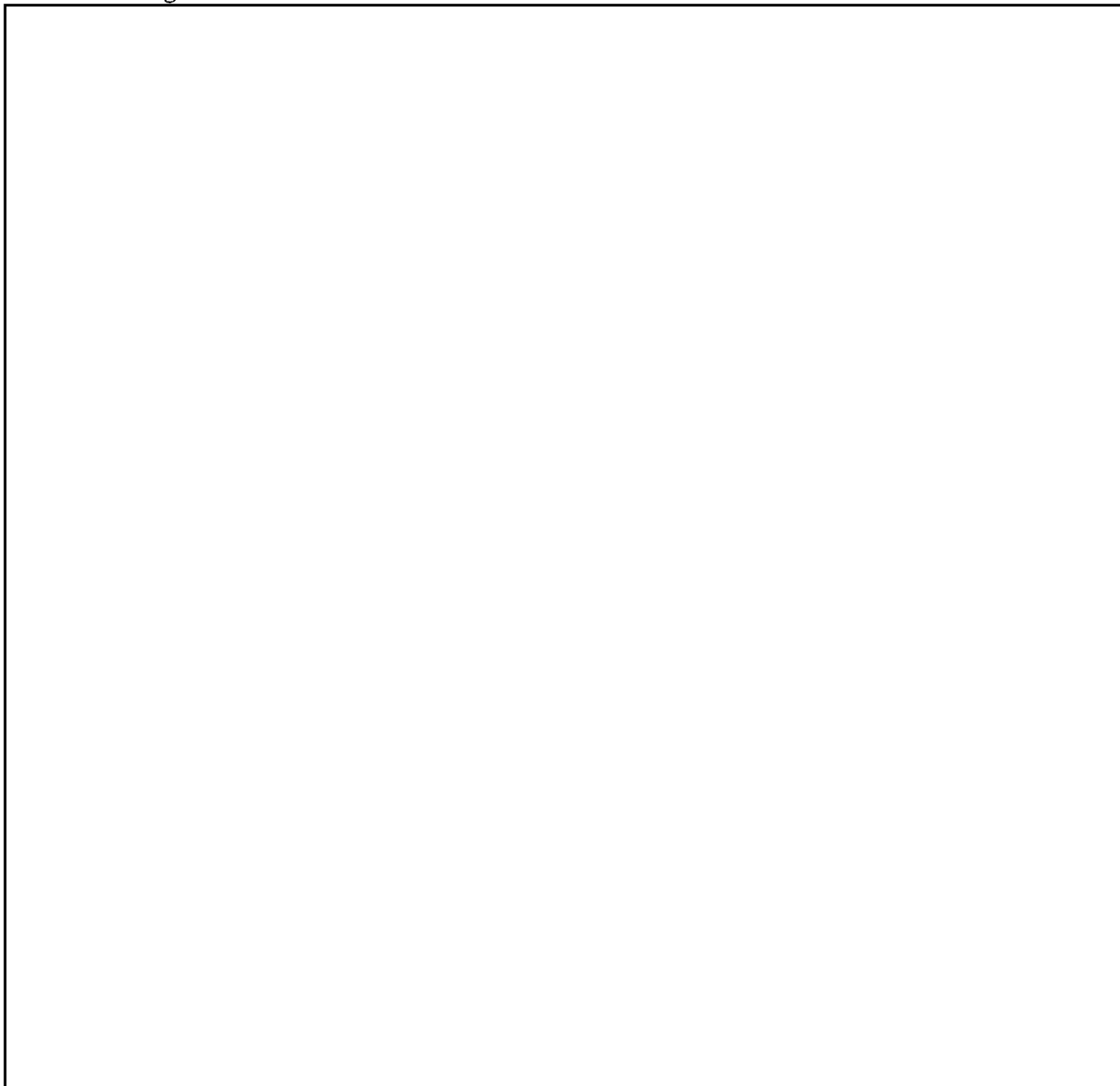


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Page 2

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B. "B" Configuration - The first new lens for the "B" configuration is currently scheduled for completion 2 August with installation completed by 30 August. Installation of the second lens will also begin on 30 August.

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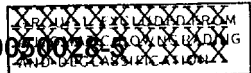


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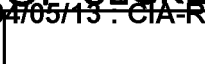


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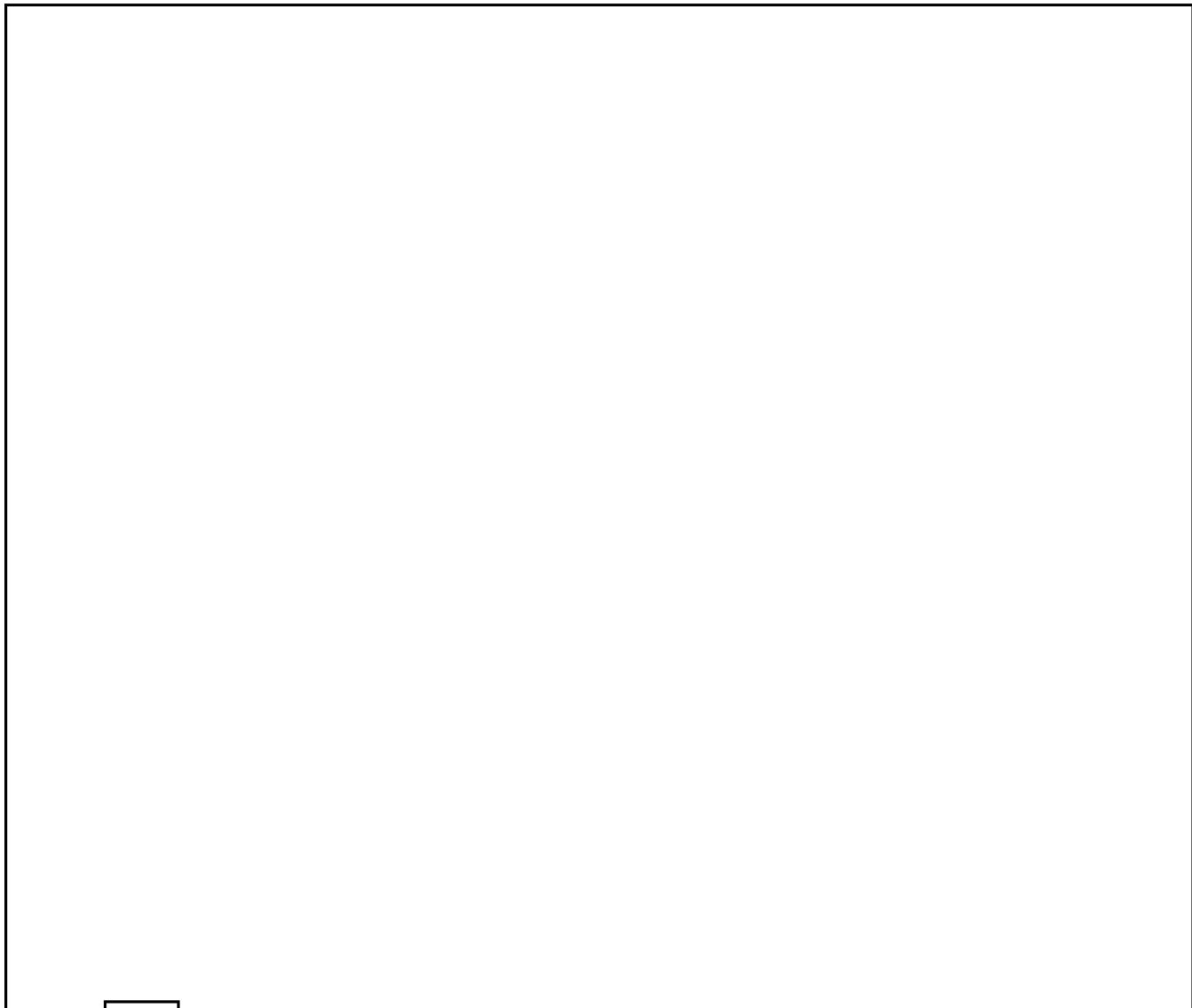
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IV.



SUPPLY

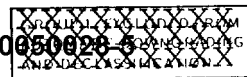
A review of the Detachment "G" Supply function was conducted between 22 and 26 May 1972. This review found the Supply Activity operating effectively and efficiently. Their auditable records were all accurate and in excellent condition.

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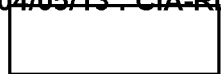
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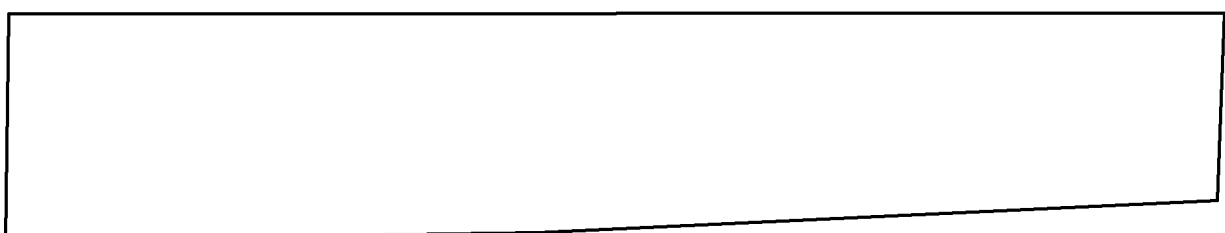
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2. Pilot Selection - The personnel and medical records of 12 pilot candidates were examined by the Medical and Operations Staff. Seven pilots were selected for medical examinations at the School of Aviation Medicine beginning 12 August 1972. They will be briefed as to the CIA affiliation prior to the medical. Six pilots will continue to Washington, D. C. for final selection processing immediately following the physical exams.

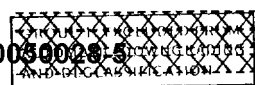
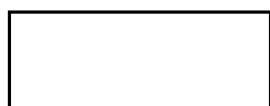
3. Cardiac Defibrillator - There is increasing evidence that many lives can be saved by having the proper equipment on hand at the time a person sustains a severe coronary attack. In view of the number of older people at Detachment "G", a recommendation by and AMS/OSA for the purchase of a cardiac defibrillator has been approved.

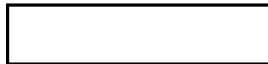
4. Aerospace Medical Convention and attended the annual Aerospace Medical Society's Convention at Miami Beach, Florida, in early May 1972.



B. Life Support

1. S1010 Pilot Protective Assembly (PPA) Design Study - The Omni-Environmental Assembly prototype helmet was evaluated in the Detachment "G" low-pressure chamber at altitudes up to 70,000 feet. It also successfully withstood explosive decompressions in one second from 25,000 feet to 70,000 feet. Following the chamber exercises, all available IDEALIST pilots were queried as to their individual likes and dislikes regarding the helmet. Pilot acceptance was excellent and two flyable helmets are being fabricated for use at Detachment "G" and Davis-Monthan AFB.





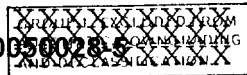
2. S1010 PPA Flotation Study - Flotation tests were conducted on the Chesapeake Bay on 23 May 1972 to evaluate a new flotation and exterior cover. This was considered an open-sea test; swells were running 3 to 4 feet with small craft warnings displayed. The exercise included flotation evaluation of the main life preserver cell with a carbon dioxide CO<sub>2</sub> bottle as well as with the orally inflated outer cell. Thirty-five mm slides and 16 mm motion pictures documented the test. The new assembly carries the subject 3 to 4 inches higher in the water than the standard S1010 flotation. No additional problems with respect to boarding the life raft were noted and it appears to be a decided improvement.

3. Improved S1010 Helmet Take-Up Assembly - Two pressure suit helmets have been retrofitted with a new type take-up assembly to more positively position the pilot's head within the helmet. At the present time with repeated use, some leakage develops around the face barrier and the pilot complains of excessive noise as a result of this leak. This new take-up feature pushes the head into the barrier more efficiently.

4. Urine Collection Device Improvement - As a result of some physiological accidents in flight, an improved urine reservoir assembly has been fabricated with a larger anti-block feature. When the assembly is correctly installed and all units attached properly, it is difficult to stop the flow of fluid and hopefully the new anti-block feature will solve this problem.

C. Training

1. Physiological Training - Physiological training, including full-pressure suit chamber flights and explosive decompressions, was accomplished for A complete suit fitting preceded each of these exercises with a factory engineer in attendance. No comfort/fit problems were encountered with any of the subjects.



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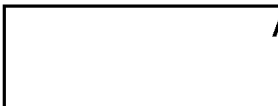
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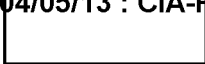
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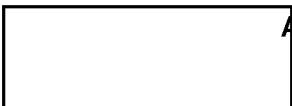
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2.  Dilbert Dunker Training - Dilbert Dunker training was accomplished at Miramar Naval Air Station, San Diego, California, during the second week of May 1972. Pilots completed training in both the full-pressure suit and the low-flight equipment.



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Copy 9 of 12

13 APR 1972

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MEMORANDUM FOR: Director, CIA Reconnaissance Programs  
SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST  
Program Progress Report for the period 1 January 1972 -  
31 March 1972.

[Redacted]

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

Attachments -  
As stated

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SAS/O/OSA: [Redacted] (11 April 1972)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
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- 6 - SAS/O/OSA
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Section 1

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 JANUARY 1972 - 31 MARCH 1972)

I. AIRFRAME

A. Light Weight HF Radio - Prototype installation of the new light weight radio, 718U-T-7, was accomplished on Article 055 during 6-17 March 1972. Results of the first test flight, accomplished on 28 March 1972, were satisfactory. Additional test flights of the new HF radio will be conducted during the early part of Fourth Quarter FY-1972. Installation of the light weight radio in both articles at Detachment H is scheduled to be accomplished during May 1972. Article 054 will also undergo installation of the new light weight radio during Fourth Quarter FY-1972.

B. Aircraft Modification - Articles 051 and 053 were down for maintenance and extensive modification during the period 28 January through 29 February 1972. Article 053 underwent a periodic inspection, major modification, and service bulletin update while Article 051 was down for major modification and service bulletin update. Modification and service bulletin work was accomplished with the assistance of a Lockheed modification team from CONUS.

C. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft, since introduction, include 8381 hours on 2533 sorties as of 31 March 1972.

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2. Flight test and operational data are depicted below:

	<u>1 JAN-31 MAR</u> <u>FLIGHTS</u>	<u>1 JAN-31 MAR</u> <u>TIME</u>
1 - 051	29	84.9
2 - 053	33	108.6
3 - 054	50	170.3
4 - 055	<u>50</u>	<u>162.5</u>
TOTAL	162	526.3

II. PAYLOAD

A. "H" Configuration - Serial Number 003 was transferred to [Redacted] for installation of the new apochromatic lens, new gyro, light weight mount, and RFI modification on 27 March 1972. Installation of the new lens is to be accomplished during April/May 1972. Flight test of the lens will begin during May. Lens #2 is due for completion 21 June 1972 with installation into Serial Number 002 scheduled for First Quarter FY-1973.

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B. "B" Configuration - "B" Serial Number 229 is at [Redacted] awaiting completion of the new B-3 lens. Lens #1 is scheduled for delivery 26 May 1972 with installation in Serial Number 229 scheduled to be completed 23 June 1972. Delivery of lens #2 will be during First Quarter FY-1973. Flight test of new B-3 configuration will be conducted upon receipt of the configuration from [Redacted]

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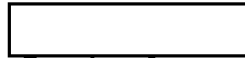
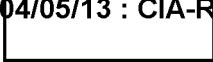
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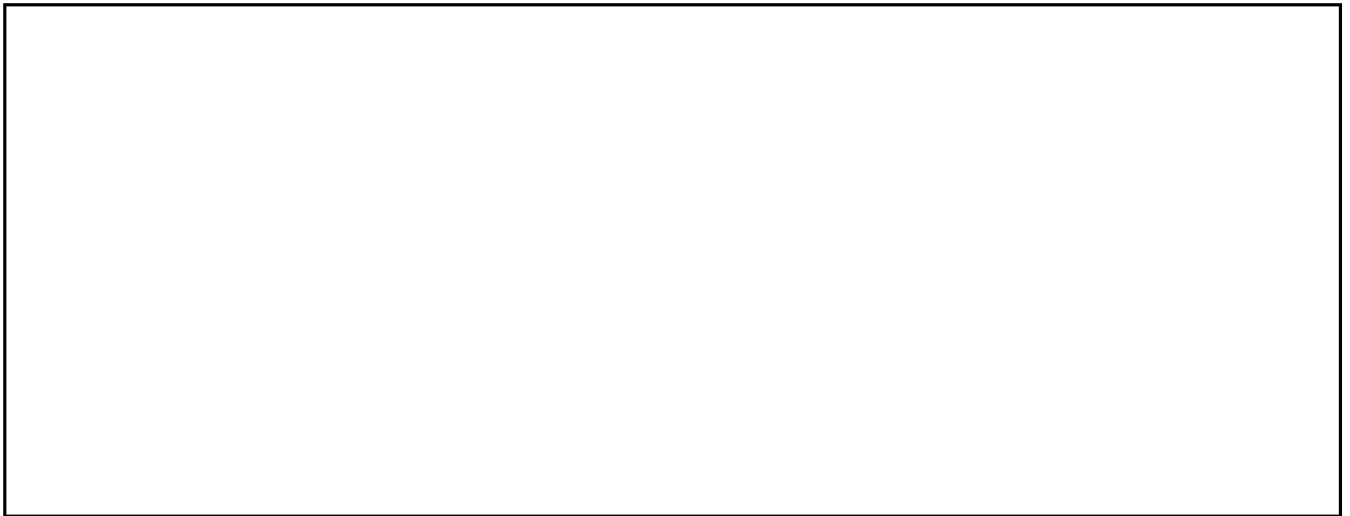
IV. SUPPLY

A. Reconciliation of Consolidated Receipt Account - Reconciliation of the consolidated memorandum receipt for supply account 2805, the OSA property account was completed and returned to the Office of Logistics during this quarter. All assets were accounted for and no discrepancies noted.

B. Supply Account Audit - Representatives of the Audit Staff conducted an audit of the Supply and Property Account Records maintained at OSA, Detachment G, and Detachment H. No discrepancies were found or recommendations submitted.

V. RESEARCH AND DEVELOPMENT

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VI. AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

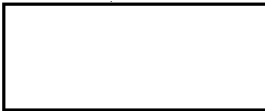
A. Medical Activities

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2. The Office of Medical Services (OMS) has a policy of calling in outside medical consultants to advise on Agency medical procedures. [Redacted] Chief, Clinical Division, OMS, requested [Redacted] to observe the OSA medical function. [Redacted] was given a thorough briefing on all our activities on 24 February. He will comment on our activities to Dr. John R. Tietjen, D/OMS, and will remain available for consultation. In the near future we anticipate escorting him on a field survey, [Redacted] if he so desires.

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4. [Redacted] made a periodic visit to Edwards AFB. The trip included a visit to the NASA Life Support, Moffett NAS, to coordinate on procedures and logistics.

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5. [Redacted] arrived in Washington, D.C. on 24 March. He was assessed by the Psychological Services Staff, OMS, and also interviewed by [Redacted] of OMS on 28 March.

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7. [Redacted] the Agency Medical Technician  
[Redacted] visited Edwards AFB for several days to be briefed  
on the U-2R hardware and personal equipment. This will enable  
him to assist the pilot in deplaning if a U-2 lands [Redacted]

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B. Life Support Activities

1. Automatically Deployed Survival Kit - Test jumps were performed on 10 and 11 February 1972 utilizing the Fixed Distance Radar sensor attached to the U-2R survival seat kit. The seat kit deployed automatically on all test jumps, however, there was some variance in opening altitude. This may possibly have been caused by incomplete extension of the radar antenna on the bottom of the kit. The kit has been returned to the [Redacted] for rework and further drop tests will be performed during the next quarter.

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2. S1010 Pilot Protective Assembly (PPA) Design Study - The S1010 Full Pressure Suit Omni-Environmental Study has been completed and delivery of one helmet for low-pressure chamber evaluation is scheduled for April 1972. Many of the problem areas, previously identified from pilot critiques, have been addressed in this study. The contractor is optimistic that, at the very least, improvement will be demonstrated in visibility, mobility, comfort, and ventilation.

3. Engineering Change Proposal (ECP) - Approval - [Redacted]  
[Redacted] Exhalation Valve Tester Kit, ECP 2PM #2, was approved during this quarter. This modification to the existing

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test kit will provide a simple method of testing exhalation valves and will eliminate costly shipping and time delays in returning faulty valves to the factory. Whenever any adjustment is made to the exhalation valve, a check of the flows through the valve at high and low flows is required. This task can now be accomplished at field level.

4. Exhalation Valve Mechanical Housing - A stamped metal housing is being fabricated by the David Clark Company to simplify changing exhalation valves in the helmet of the S1010 PPA. Currently these valves are cemented in place and mechanical retention has proved itself to be much more reliable.

5. Life Support Supervisor Visit - At Headquarters direction, [Redacted] Detachment G Life Support Supervisor, visited Detachment H during March 1972. This visit was made for the purpose of upgrading [Redacted] pressure suits to the latest mods and to provide training for the pilots in using the new modifications. Of even greater value was his overall review of requirements for FY-73 in the personnel area. [Redacted] [Redacted] personal equipment technician, and the normal rotation of an Air Force detailee and a David Clark Company Pressure Suit Tech Rep will have considerable impact on Life Support functions in the near future.

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C. Training

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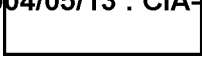
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2. Physiological Training at Detachment G - On 15 February Refresher Physiological Training was conducted for the Detachment G Commander which included classroom lectures and a low-pressure chamber flight in the full-pressure suit. Additionally, discussions were carried on with all the project pilots concerning new equipment Research and Development efforts.

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[Redacted]

Section 2

25X1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 JANUARY 1972 - 31 MARCH 1972)

I. OPERATIONAL MISSION SUMMARY

25X1  
25X1

[Redacted] IDEALIST/TACKLE operational missions were alerted during this period. [Redacted] were flown/ [Redacted]

25X1

[Redacted] All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of missions completed:

25X1

[Large Redacted Area]

25X1  
25X1

[Redacted]

Approved For Release 2004/05/13 : CIA-RDP75B00285R000200050028-5

TOP SECRET

GROUP 1: EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION

25X1

[Redacted]

25X1

Section 2  
Page 2

[Redacted]

25X1

25X1

3. Mission C042C was flown on 16 January 1972 [Redacted]  
[Redacted] This mission was designed to collect [Redacted]  
information along the central coast of China from a point abeam  
Shanghai south to the Quemoy Island area. This mission was  
targeted against the PRC coastal airfields. Twenty-nine of the  
programmed 77 COMIREX targets were covered, as well as  
13 bonus targets.

25X1

25X1

[Redacted]

25X1

II. GENERAL

A. RED DOT - Ten sorties were flown in support of continuing  
film test using various film types and camera configurations in the U-2R.

[Redacted]

25X1

25X1

C. Lens - Four sorties were flown in support of qualification  
tests of the new [Redacted] Apochromatic Lens. Additionally, five "H" base-  
line and one "B" baseline sorties were flown preparatory to actual lens  
tests.

25X1

25X1

[Redacted]



D. Light Weight HF - Two long range sorties were flown in support of system qualification. One aircraft carried the light weight HF equipment, the other aircraft carried the unmodified system for comparison purposes.

E. Pilot Training - The final training sortie, IQ-16, was flown by [redacted]

F. Two flights were flown in the vicinity of Minneapolis and Kansas City in support of special photo requirements of AEC Division of OSI.

III. PILOT AND AIRCRAFT STATUS (AS OF 31 MARCH 1972)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 3 U-2R\*

Pilots [redacted]

B. Detachment "H"

Aircraft [redacted]

Pilots [redacted]

[Large redacted area]