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Copy 11 of 12

18 JUL 1974

MEMORANDUM FOR: Director, CIA Reconnaissance Programs

SUBJECT: Program Progress Report

Forwarded herewith are four copies of the IDEALIST

Program Progress Report for the period 1 April 1974 - 30 June 1974.

[Redacted]

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

Attachments -

As stated [Redacted]

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SAS/O/OSA [redacted] (11 July 1974)

Distribution:

- 1 - D/CRP
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- 5 - DDS&T Reg
- 6 - D/SA
- 7 - SAS/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 1974 - 30 June 1974)

I. [Redacted] OPERATIONAL MISSION SUMMARY

A. Ten IDEALIST TACKLE missions were alerted during this period. [Redacted]

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

1. Mission C124C was flown [Redacted] along the north central China coast from the Shantung Peninsula south to Shanghai. The mission employed the "H" camera system. All aircraft systems operated normally and there were no observed threats to the aircraft. [Redacted] programmed targets and 27 bonus targets were covered on this mission.

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2. Mission C154C used the "H" camera system and was flown [Redacted] in the Swatow and Pratas Island areas. Because of target area weather, [Redacted] programmed targets were photographed. All systems operated normally during the mission.

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3. Mission C164C was flown [Redacted] along the north central China coast from Shantung south to Shanghai. The "H" camera system was used and [Redacted] programmed targets were covered. Forty-eight bonus targets were covered. There were no unusual occurrences and all systems operated normally.

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4. Mission C174C used the "H" camera system and was flown in the Taiwan Strait area [Redacted] A weather abort was made midway through the mission. [Redacted] [Redacted] programmed targets were covered plus two bonus targets.

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5. Mission C184C was flown [Redacted] in the Taiwan Strait area using the "H" camera system. The mission went as briefed and [Redacted] programmed targets were covered. Nine bonus targets were also covered. There were no unusual occurrences.

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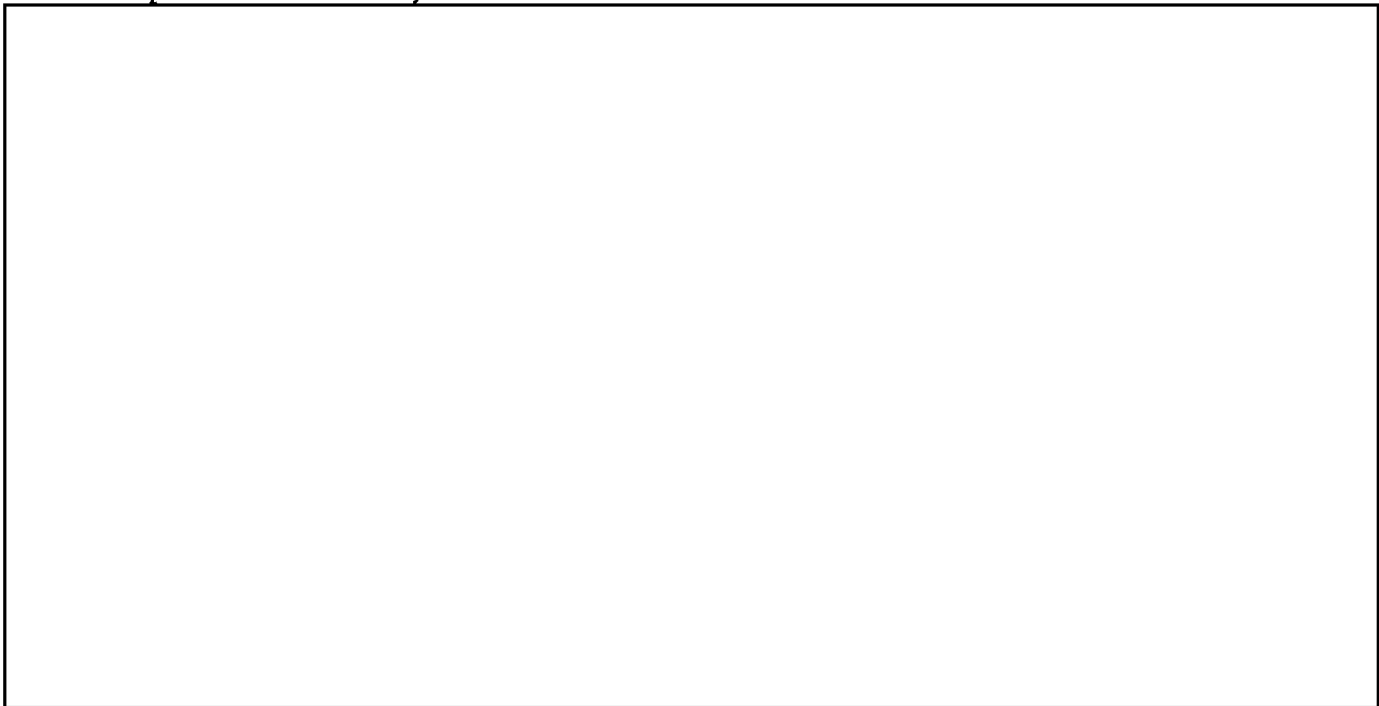
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6. Mission C194C was flown [Redacted] in the Port Arthur area of the north China coast. The mission employed the "H" camera system. [Redacted] programmed targets plus 18 bonus targets were covered. All systems operated normally.

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[Redacted]

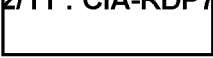
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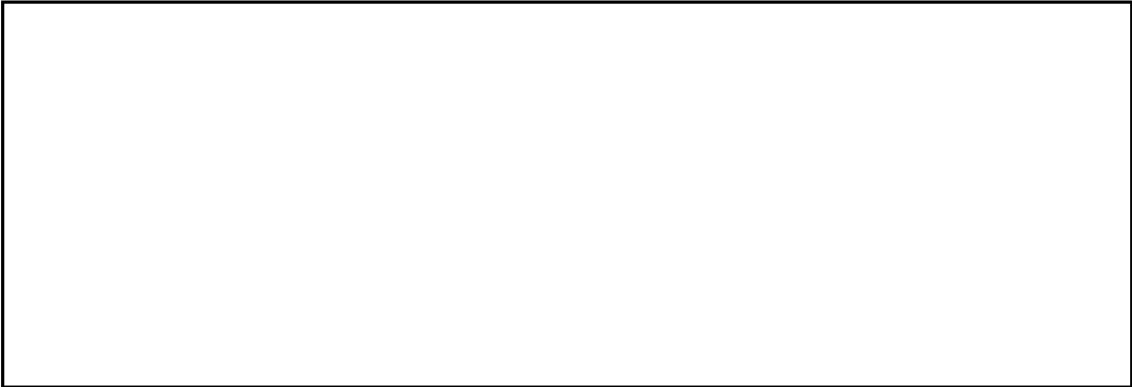
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II.  GENERAL

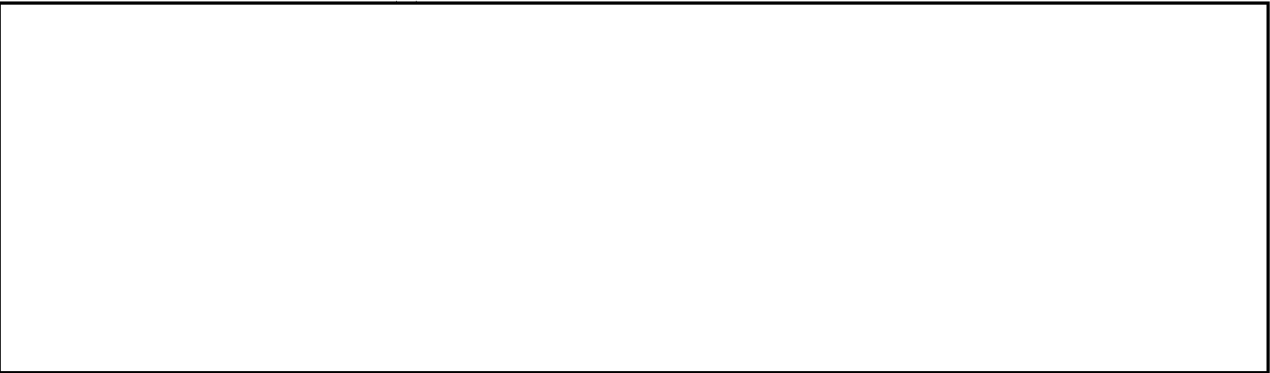


B. Geological Survey - Four sorties were flown to provide photographic coverage of selected CONUS sites for land use analysis by the Army Corps of Engineers. The following sorties were flown:

1. Oklahoma City - Three sorties.
2. Cuyahoga River, Ohio-Illinois River, Illinois - One sortie.

C. COMPASS TRIP - One sortie was flown over the poppy field test site at Yuma, Arizona.

D. "B-3" Camera Test - Ten sorties were flown in support of the modified "B" configuration.



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III. [Redacted] PILOT AND AIRCRAFT STATUS (AS OF 30 JUNE 1974)

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

Aircraft 2 U-2R*

Pilots

[Redacted]

B. Detachment "H"

Aircraft

Pilots

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Section 2

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 April 1974 - 30 June 1974)

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I.  AIRFRAME

U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction include 13,524.8 hours on 4,168 sorties as of 30 June 1974.

2. Flight test and operational data are depicted below:

	<u>1 APR-30 JUN FLIGHTS</u>	<u>1 APR-30 JUN TIME</u>
1 - 051	41	111.7
2 - 053	46	133.6
3 - 054	65	194.8
4 - 055	<u>13</u>	<u>39.2</u>
TOTAL	165	479.3

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II.  PAYLOAD

A. "H" Mirror S/N 002: The new beryllium mirror ordered under Contract HY 3222 late in FY 1973 completed production during this quarter, and was formally accepted for the U.S. Government on 23 May 1974. Installation of this mirror into "H" configuration S/N 002 was completed on 18 June. Because of limited aircraft availability, flight qualification of sensor/mirror was delayed. Approximately five sorties are tentatively scheduled over a 2 week period in early July to qualify the "H" S/N 002 sensor system.

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B. "B-3" S/N 229 and S/N 230 - Ten flight tests were conducted with S/N 229 during this quarter in an effort to demonstrate sensor performance ability to attain contractual specifications. During May, a modification to dampen internal sensor motion was made to S/N 229 in expectation that this would contribute to meeting specifications. Some improvement was evidenced from this modification; however, at quarter's end, both sensors continued to fail contractual specifications.

III. MAINTENANCE

A. Autopilot - An engineering change proposal to modernize the article's rate gyros in order to provide a more stable platform was received from the contractor by the Depot in early June. After review, this engineering change proposal was accepted and acquisition of rate gyros to equip the entire fleet was initiated. A 12 to 14 month span is planned to complete retrofit actions.

B. T-35 Tracker Camera - Light emitting diode (L.E.D.) prototype components to modify the T-35 tracker camera were obtained, and two successful flight tests at standard cycle rate (1 cy/30 seconds) were accomplished during this quarter. Final testing of the rapid cycle rate (1 cy/3 seconds) will occur in early July. The results of all testing will be provided to the Depot for continued action.

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AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

A. Medical Activities

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4. The contract with Lovelace Clinic at Albuquerque, New Mexico, will be terminated as of 1 August 1974. The Lovelace Clinic has performed annual physicals on Project pilots for many years.

B. Life Support Activities

1. [Redacted] AMS/OSA, visited David Clark Company, Worcester, Massachusetts, 30 April - 1 May 1974. The purpose of the visit was for orientation and update on the latest life support equipment. Also discussed was a shark screen presently under consideration as a survival item.

2. [Redacted] also visited the School of Aviation Medicine (SAM), Brooks AFB, Texas, from 3 - 6 June 1974 to participate in discussions with SAM personnel and [Redacted] Air Lock Incorporated, regarding a follow-on prototype of the Air Lock polycarbonate helmet. The new helmet will incorporate many new modifications and will be funded by SAM research and Air Force SPO funds. Additional meetings pertaining to the new helmet will be held with NASA/SAM and research work will be continued at Brooks AFB, Texas.

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C. Scientific Conference - The annual Aerospace Medical Association Scientific Meeting was held in Washington, D.C., 6 - 9 May 1974 with [Redacted] attending.

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