

6 January 1981

MEMORANDUM FOR: Special Assistant for Operations, DDS&T
SUBJECT: Trip Report for the Period 16-20 November 1981
to Lockheed Aircraft Corporation

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This memorandum is a critique of events which developed during subject trip. The information presented may assist you regarding any decisions which may arise regarding this matter.

Meeting of Monday, 16 November 1981, with [redacted] at Building [redacted] briefed [redacted] regarding our mission. [redacted] stated that limited U-2 information was retained during the early days of the program; this being a specific instruction of [redacted] Fred stated that all engineering drawings are on microfilm but indicated supporting systems information is not available since they were Government Furnished Equipment.

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Regarding information on the A-12 and D-21 programs, Fred stated he had limited knowledge on these programs since he was not involved with them during development stages. Fred stated that a limited amount of records are available at the company records center at Rye Canyon.

Fred provided [redacted] and the undersigned with three loose leaf binders. They provided us with information and status of what records are available at Rye Canyon or what has been destroyed. These binders are the company records shelf list but I consider them vital records because they will provide information after program-concerned personnel retire from Lockheed.

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[redacted] requested that certain records be recalled from Rye Canyon. Fred stated it usually takes up to two to three weeks as normal turn around time. Surprisingly, Jim's request was obtained in two days. Point of interest which I am trying to make is that Lockheed has the basic aircraft blueprints on microfilm but no evidence of a sound records program to provide historical data as the survey team expected to obtain.

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Four additional binders were reviewed which primarily contained photographs. [redacted] requested a large number of prints to be made of select aircraft or systems. Fred agreed to have the prints made but seemed concerned as to who would pay for services provided.

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The undersigned briefed Fred about information regarding personnel who may have worked at [redacted] during the period of 1954-57 and when the site was reopened in 1960. Fred stated that all records regarding personnel who traveled and worked during that period most likely were destroyed. Our primary concern was flight manifests. Information pertaining to the manifests was found at Agency Records Center which certified that the manifests were destroyed in July 1970.

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Proposed trip to [redacted] - This started off to be a nightmare! No advance TWX was sent to [redacted]s office or to [redacted]. After a number of phone calls between [redacted] our trip was approved to visit [redacted].

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The survey team departed for [redacted] with a positive feeling that nothing would be accomplished after learning that our primary person ([redacted]) was on vacation.

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[redacted] appeared to be unprepared to assist the survey team. After a briefing by [redacted] and myself, [redacted] indicated that very little records or property was available and he had limited knowledge himself. He stated that his Air Force counterpart [redacted] may have some information but was not sure who was cleared on subject programs. [redacted] was the only person who came to mind who possibly had any knowledge. Tad was a former NCO at [redacted] and was called into our meeting. Once Tad was briefed regarding our items of concern, he was quite knowledgeable of the program and their current status. [redacted] advised us that [redacted] had the A-12 maintenance records and stated that [redacted] was the custodian. [redacted] set up a meeting with the [redacted] for 1330 hours on 17 November.

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During the aforementioned meeting, limited information on the D-21 and A-12 programs was learned with the exception that Ernie stated he had the A-12 maintenance records in a vault and was the custodian. [redacted] was questioned about mock-up of models of pre-A-12 programs and he stated he had no knowledge and assumed they were destroyed.

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[redacted] suggested a trip to Palmdale to survey the condition of the A-12 vehicle and determine if any records are available at Lockheed Site 2 at Palmdale. Det. 6 C.O. approved a visit for 18 November 1981.

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On 18 November 1981 we traveled to Site 2. Lockheed Site Manager was at Burbank and his Deputy provided us with a tour of the outside storage area.

Three U-2's are in storage condition and all A-12's are available in cannibalized condition. Engines had been removed and vehicles are in sad condition.

For thirteen years the undersigned assumed that these vehicles were maintained in flyable storage. These birds will never fly again. Some are being re-mothballed and others need protection. To believe that these vehicles could be reactivated is a dream that won't come true!

Since the Air Force is running the storage program and the present condition of the vehicles, it's a big joke that most former A-12 program personnel believe these vehicles are being maintained in jewel condition. This dream does not exist.

Since the program Director "B" desires to protect operational information and present manager of the A-12 vehicle, the program director "D" should handle future inquiries or even present requests. Present residual property is being maintained as a typical Air Force salvage program.

To determine the past and present status of systems regarding classification and present status, inquiries should be directed to Program "D". System vendors or prime contractors do not have this information available to assist program director "B" in making a constructive decision and disown any custodianship of vehicles since June 1977 when inventory of A-12 was transferred to the Department of the Air Force.

I understand per comment from [redacted] that the two CONEX containers of D-21 material has been destroyed per [redacted]

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