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MEMORANDUM FOR: Mr. Barry D. Kelly, NIO/SA

SUBJECT : TACANA TCT Meeting - 16 January 1976

1. A meeting of the TACANA Technical Collection Team was convened on Friday, 16 January, at 10:00 a.m. in Room 716, Ames Building with the following present:

[redacted], OTS - Chairman
[redacted] SE/USSR - Vice Chairman
[redacted], LSR/ORD - Executive Secretary
[redacted] OTS
Dr. Charles W. Adkins, OT/ORD
[redacted], OT/ORD
[redacted] Recording Secretary

2. The following subjects were discussed at this meeting:

a. Documentary Films

Two documentary motion picture films were viewed by the TCT. The first was 27 minutes in duration and provided comprehensive coverage of the various demonstrations [redacted] on 7-9 October 1975. The other was a short motion picture depicting a 30 minute training session accomplished with a raven. The film showed a raven learning a new response (picking up a water sample in a tin cup) and extending its flight distance with the water sample from approximately three feet to 60-75 yards.

b. Operational Test Scenario

(1) [redacted] presented the following scenario for the TACANA test to be accomplished in the Washington, D.C. area:

DEFINITIONS:

(a) SAFEHAVEN: The Safehaven will simulate [redacted] country. It will consist of Room 222 East

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Building, which will simulate [redacted] East Building is circa [redacted] from the target.

(b) RELEASE POINT: The release point will simulate an actual operational release point as nearly as possible. It will consist of either the church parking lot located on [redacted] directly opposite the church (on the South side of the road) just inside the sparse wood line.

(c) TARGET: The target will simulate an actual target. It will consist of the [redacted] radome [redacted] which is 2.95 miles almost due west of the release point. The radome is spherical, with a truncated bottom for the base. The radome is light or white-colored.

(d) SHIPPING: The TACANA assets should be shipped from the contractor's holding point to Washington, D.C. [redacted] OTS [redacted] Prior to the arrival of the assets, all support equipment should have been shipped and be on hand at the Safehaven. The OTS reps will take the cargo directly to the Safehaven and open it in Room 222. The assets should then exit and enter the Safehaven only in concealment or through a special exit.

(e) ACCLIMATIZATION: Per contractor instructions.

(f) DEPLOYMENT: The assets should be taken from the Safehaven concealed in a container no larger in size than an L.L. Bean Canvas bag. They should be taken directly to an auto which will be parked close to the Safehaven Building.

(g) RELEASE: At the release point, the auto

should pull into a turnoff from the road. The person making the release should step from the auto into a covered position for actual release as quickly as is consonant with natural movement. The assets should depart the area quickly.

(h) RETURN: The assets, equipped with cameras, should proceed directly to the target, circle over it for two to three minutes, then return directly to Room 222 East Building, entering it via the special entrance.

c. Camera Equipment Status

(1) A special high-resolution thin-based film designated as 3400 or 3414 has been received from Kodak. A film slicer has been obtained from OTS and a $5,000 work order has been established for the purpose of using their photographic laboratory. The laboratory will be used to slice film and process initial photographic test samples for determining camera resolution capabilities and calibrating blurring due to linear motion of the camera.

(2) During the week of 5 January several rolls of film were sliced to 16 mm format to be taken to during the following week for test in the initial prototype camera.

(3) Flight tests of new camera configurations are scheduled to take place during the latter part of January. At this time the probable resolution on the ground is estimated to be about one and one half to two inches per 100 feet of altitude. It is estimated that the birds will fly at an altitude of approximately 100 feet.

(4) A thin Mylar film harness weighing approximately one half gram which is about three - four grams lighter than the pigskin harness currently in use was fabricated and tested for fit and utility on two locally owned pigeons. The harnesses were sent to the contractor for test. After a number of flights with the new harness the contractor decided not to use it because he felt it was not flexible enough when fully tightened.

(5) Dimensions for the radome target to be used

for the ultimate tests at [redacted] were found to be as follows:

(a) Target sphere is [redacted] in diameter.

(b) The sphere sits on a truncated base [redacted] in diameter.

(c) The height between the base and the top of the sphere is [redacted]

(6) A portable test target was mailed to the contractor on 26 December 1975. It was supposed to be inflatable to a diameter of 20 feet. However, it was only possible to inflate it to a diameter of approximately eight feet. This target is being retained for possible use later in the program even though the contractor does not expect to use it and is fabricating several simulated targets which he thinks will be more realistic and easier to use.

d. Contractor Project Status

(1) The contractor has trained two flocks of pigeons to home 30 miles with a payload. One of these flocks was relocated to [redacted] area from San Diego. The contractor is procuring new birds from pigeon racers in California and is also attempting to selectively breed some strong flyers and good homers.

(2) On the basis of experience gained to date, the contractor considers the following project schedule to be possible.

(a) January - February

1. Complete training of pigeon to home 50 miles with a payload.

2. Determine effect of 35 gram payload on homing performance.

3. Train pigeons to execute dog leg and return to home loft.

4. Fly cameras for test purposes.

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(b) March - April

Preliminary full scale test in California.

(c) April to May

Dress rehearsal in Oklahoma.

(d) May - June

Full scale test in Washington, D.C. - The conctractor considers this schedule to be very pessimistic and intends to be constantly working toward being ahead of this schedule wherever possible.

[redacted]

Secretary, TACANA TCT