

ORD-3787-66

12 September 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Trip to LTV Electrosystems, Greenville, Texas,
23-26 August 1966

Summary: LTV Electrosystems has structurally modified the SP-2H aircraft so that it will accept the sensor subsystems and additional navigation equipment. The flying qualities evaluation and structural performance of the aircraft, completion of Phase II, was not accomplished during our trip as previously planned. The electrical wiring and special mission equipment mountings are less than 50% complete. The program is at least a month behind schedule and there will be further delays unless a more concerted effort by LTV is shown during Phase III.

1. On August 23, [redacted] and I flew to Dallas, Texas where Lt. Dan Sullivan and Lt. (jg) Clif Carpenter, MUDDYHILL crew members, met us at Love Field. During our trip from Dallas to Greenville we briefed them on certain aspects of the program that they needed to know. We discussed the Navy's involvement in the program and problem areas that have come up since the crew has been assigned to Greenville. Crew training and crew training facilities were the most immediate problems discussed. The crew's flight test plan was discussed.

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2. On August 24, [redacted] and I met with Mr. Dave Lane and told him of the need for (1) office space for the officers and enlisted men, (2) facilities for training of the crew, and (3) technical publications on the special mission equipment to use for crew training. Dave Lane was asked to furnish a schedule of installation and testing of all GFE and CFE. Mr. Lane said that Clif Slagle, the project engineer, had all the information regarding equipment

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schedules; he was out of town and wouldn't be back until August 29. Dave provided a rough "optimistic" outline of the installation and test schedule.

- Aug - Structural Testing of A/C
- Sept - TFR, NAV, ALT installation and test
- Oct - FLIR, LLLTV installation and test
- Nov - Full system testing, drop test
- Dec - Completion of program.

We met LCDR's Bob Porter and Dale Hagen and discussed who should have responsibility for A/C maintenance while the SP-2H is at Greenville. LCDR Bob Porter has a great deal of confidence in his maintenance people and wants them to maintain the A/C. I feel the Navy should take over airframe and engine maintenance after completion of the structural tests, but I don't know Dave Lane's requirements to use union help or to what extent the Navy can maintain an A/C on a civilian field. I believe the Navy personnel are more proficient in P2-V systems than the LTV maintenance people and have more interest in an expedient testing program. Therefore, if Dave Lane can get cooperation for the Navy maintenance (APU's, low cost parts, and spares that he can loan if the replacement date is agreeable) it will be in the best interests of the program to have Navy maintenance.

3. On August 25, Dave Lane got space for the Navy personnel in the form of a classroom and assorted offices. Mr. C. F. Wilson acquired several technical orders and training manuals for use as training aids for the air and ground crew. I met Chuck Michelsen, LTV navigator, who prepared the test and evaluation plan for the multisensor SP-2H A/C System. Chuck was an upper classman of mine in the Air Force Aviation Cadet Program and I believe him to be responsible and competent. He will perform all of the flying evaluations of the specialized equipment and he will need the support of the Navy crew in order to complete the test and evaluation program on schedule; to which I concur.

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4. On August 26, we discussed with Ens. Bob Zaferan, an experienced electronic maintenance man who came from the enlisted ranks, the training requirements of the enlisted Navy personnel. Bob provided a list of the special equipment that he wanted his people to receive schooling in if it is available. Bob and some of his people have been stationed at TI for the past week and have a good insight to the problems that might come up in the near future: (1) Some of the special equipment that goes in the A/C uses non-military standard, one-of-a-kind accessories that will be difficult to replace in this country and especially overseas. (2) More emphasis should be placed on getting spares. For example, the man building the FLIR was unaware of a contract for spares. (3) A high level of contractor technical representative support must be available for a successful field test program. Bob Zaferan, after being at TI for a week or so, wasn't aware of such a program. Clif Slagle, who came in August 26, said TI had a good man with an Agency clearance who could handle FLIR, TFR, and SD-5 technical support. Clif presented us with a project schedule chart for all GFE and CFE with most of the dates for installing and testing the equipment. In view of my limited experience with LTV on this program, I believe this schedule to be highly optimistic for the following reasons: (1) LTV hasn't met their milestones in the first part of the program and with the type maintenance they showed while we were there more delays are inevitable. (2) GFE and CFE delivery delays. (3) A theodolite is necessary to align certain special equipment on the boresight of the A/C, which can be time consuming. (4) Most of the special equipment going aboard this A/C is new equipment that has not been proven reliable, especially when integrated with the other subsystems. (5) Operational procedures have to be developed for all the new equipment, and possibly some new procedures for the old equipment integrated into this configuration. (6) Chuck Michelsen is the only one with experience in flight test and evaluation of the new navigation equipment and he is involved in several other programs at this time. (7) Equipment might have to be installed during the day and the A/C flown at night to meet the schedule.

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Before we left LTV we asked Dave Lane to provide a list of AGE needed for support in a semi-remote site. Bob Porter requested secretarial support for his group. He also made us aware of problems they have had with Navy supply which could be solved by Navy's giving them a priority I for supply.



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