

HEADQUARTERS UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
SPECIAL PROJECTS

RAR-4-1

Date 26 Feb 70

MEMORANDUM FOR DR. NAKA

Attached is U-2 subject we discussed  
with you yesterday. Would appreciate your  
taking a look at it before this goes to  
Mr. Lucas.

FRANK W. HARTLEY, JR.  
Colonel, USAF  
AFIGOS

*Ellen*

*fy*

*agree with this memo  
because the staff should*

*Bot-11*

~~IS~~ NATIONAL RECONNAISSANCE OFFICE  
WASHINGTON, D.C.

THE NRO STAFF

26 February 1970

MEMORANDUM FOR DIRECTOR, NATIONAL RECONNAISSANCE OFFICE

SUBJECT: U-2C/G Storage Costs

While estimates for flyable and dead storage options for eight U-2C/G aircraft are being developed for FY 1971 financial program/FY 1972 budget estimates, magnitude costs are available based on previous examinations. These approximate [redacted] per year as NRO charges and [redacted] per year as other USAF charges, for a total of [redacted]

In addition to consideration of this relatively low annual support cost, it should be recognized that a substantial investment has been made in U-2C/G's AGE, spares and miscellaneous hardware. The depot estimates there are ample stocks on hand today to support the entire U-2C/G fleet for six to nine months of operation (depending on the number of O.L.'s) with no additional buys.

Two study groups chaired by Dr. Naka recently reviewed the requirements and utilization of the U-2R aircraft. One of the conclusions of these studies was that the 12 existing U-2R's are sufficient to meet both the NRO and essential Air Force operational requirements. An additional requirement for two C/G's for transitional training and test purposes has been recognized. Under current policy, the remaining C/G's are in storage to replace U-2R attrition as it occurs. Otherwise, there are no additional known NRO, CIA or Air Force requirements at this time with the priority to warrant activating the U-2C/G's from flyable storage. However, by virtue of the U-2's unique altitude, airspeed and loiter capabilities, there is still an untapped potential for future NRO, CIA or DOD appli-

Based on the possibility of future utilization of the U-2C/G platforms, the low annual upkeep support costs of the stored aircraft and the substantial investment in existing Depot stocks, recommend:

12277/70

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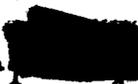
1. No salvage/scraping action be considered for the U-2C/G's during the FY71/72 budget reviews.

2. The possibility of transferring some part of the stored U-2C/G fleet to another agency such as NASA be further explored.

  
FRANK W. HARTLEY, JR.  
Colonel, USAF  
Director, Program D

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