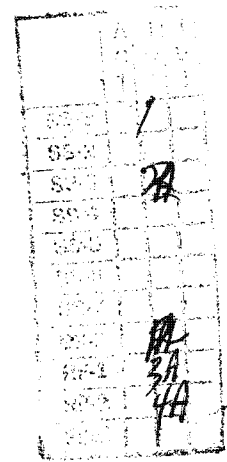


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This document contains information referring to Projects:

OX CART/TAGBOARD

(CLASSIFICATION)

~~TOP SECRET~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.



26 March 1965

MEMORANDUM FOR BRIGADIER GENERAL STEWART

SUBJECT: OXCART/TAGBOARD Flight Test Program
Contingency Procedures

The quoted statement for TAGBOARD was coordinated with Generals LeBailly and Casey prior to dissemination. It was their suggestion, as stated in ADIC 1223, that release in the event of emergency was to be only on an "if inquired" basis. They do not retain this statement in their files but understand it will be provided them as required.

Leo P. Geary
LEO P. GEARY
Colonel, USAF
AFIGO-S

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OX CART
SAFSS

Mr. Mazza/nac/22 Mar 65

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MEMORANDUM FOR COLONEL LEO P. GEARY, AFIGO-S

SUBJECT: OXCART/TAGBOARD Flight Test Program
Contingency Procedures

I have reviewed ADIC 1223 which sets forth "Emergency Procedures for Tagboard Flight Tests" in conjunction with BYE OXC 6873 (Emergency Procedures for Non-Operational A-12 Flights) which the former supplements for purposes of this test program. I find that these documents set forth sound procedures and are lucid in every respect, with the possible exception that it is not clear what specific information will be released by SAFOI in response to inquiry in the event of a mishap.

It is my understanding that the language appearing in paragraph 2 of ADIC 1223; "This vehicle is a supersonic test bed designed to further investigate the phenomena associated with supersonic flight, especially the various stress factors encountered at high speeds" relates to the Tagboard drone vehicle. The cover story prescribed in BYE OXC 6873, Section V, A, 2: "The aircraft is an F-12 (presumably we will now use the YF-12-A designator) and is the property of the U.S. Air Force and is presently involved in a classified research problem" relates of course to the A-12 vehicle.

A mishap might occur under any number of circumstances which might result in exposure of: (1) the Tagboard drone only; (2) the A-12 vehicle only; (3) or both. It is not clear from the present plan if in the event of exposure situation #1, we would gratuitously confirm the Y-12A as being the launch vehicle, if in the event of exposure situation #3 just how the two cover statements would be linked, and it is also not clear as to what, if anything, would be said concerning the point of departure of the drone or the A-12 (depending on the circumstance).

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OXCART

I feel it is important that SAFOI be given at this time an approved statement (or statements) which leave no area for misunderstanding or that they are advised that no statement will be released until such time as specific direction has been given by the Under Secretary of the Air Force resulting from a careful examination of all known circumstances relating to the incident.

SIGNED:

JAMES T. STEWART
Brigadier General, USAF
Director
NRO Staff

Copy to:
Program Director B

Col Northman coordinated, 23 Mar 65

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