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DEPARTMENT OF THE AIR FORCE

WASHINGTON

SPECIAL HANDLING

OFFICE OF THE UNDER SECRETARY

October 19, 1962

## MEMORANDUM FOR THE SECRETARY OF DEFENSE

The attached fact sheet summarizes the U-2 assets which are available. We are basing planning on the assumption that two flights per day will provide adequate coverage of all of the major areas of interest. It would be proposed to fly four missions a day on a periodic basis to obtain updating of complete coverage.

As you are aware, the J-75 equipped aircraft have an altitude superiority of approximately 3,000 to 4,000 feet over the J-57 equipped aircraft. This is inconsequential insofar as the vulnerability to SA-2 missiles is concerned but may be of some difference insofar as vulnerability to the MIG-21 is concerned. Whether there is a difference or not depends on the specific version of the MIG-21 which is available, the equipment which it acquires, and the proficiency of the ground electronics system.

The following actions are being taken relative to equipping the J-75 equipped aircraft with special instrumentation which will be of value in a SA-2 environment:

1. Flight test will commence on 23 October on System 12. This is a system with an instantaneous direction finder alerting device to visually display on a small cathode ray scope source direction information when the aircraft becomes acquired by a FRUIT SET missile control tracking radar. Should the tests prove satisfactory, breadboard models can be flown operationally without delay.

2. Work is proceeding on equippage of the J-75 equipped aircraft with jamming equipment against the FRUIT SET radar. Flight testing will commence in late November but operational use will not be possible until early January. This system

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will have a capability only against an SA-2 system operating in S-Band. We are exploring on an urgent basis the availability of a system that could be effective against an SA-2 system operating in C-Band. Preliminary indications are that there is one complete engineering model of the AN/ALQ-49 system which can probably do an effective job. Three other engineering models are partially complete. The present information is that testing on the engineering model could be initiated in a week or so, and if the tests prove satisfactory they could be used operationally immediately thereafter.

3. Development work is proceeding on improving the AI tail jamming capability against aircraft interceptor systems. The improved capability would not be available before February 1963. Immediate steps, however, are under way to install a special panel which will permit the pilot to determine whether he is being acquired by a search radar and whether the acquisition is in a scanner or lock-on mode.

Joseph V. Charyk

Attachment

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FACT SHEET

1. Combined U-2 assets are as follows:

a. There are a total of 6 J-75 equipped U-2's, distributed as follows:

[Redacted]

2 - ONCART test program

2 - McCoy AFB

2 - IRAN -- One of which will be out on 29 October and will be available to supplement the remaining two which are presently at McCoy. The second aircraft in IRAN will not be available until the end of December.

b. There are at the present time 5 U-2A's available for operation; 4 at McCoy AFB, 1 at Del Rio which can be moved when needed, plus an additional 2 U-2E (ARS) models which will be available 22 October. This will give SAC a total capability on hand of 9 aircraft, plus the 29 October vehicle for a total of 10.

c. There are in addition, 15 SAC aircraft deployed on overseas bases in support of the sampling program which could be returned on short notice. These are as follows:

5 - Eielson AFB, Alaska

3 - Hickam

2 - Guam

[Redacted]

3 - United Kingdom

d. There are 11 J-75 engines on hand and 4 on order. This problem is no longer critical inasmuch as on this date Pratt and Whitney increased inspection times from two hundred hours on hot section and four hundred hours on overhaul to three hundred and six hundred hours, respectively.

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e. Engine spares for the J-57 equipped aircraft are no problem. There are presently 17 on hand.

f. An adequate number of cameras is on hand. Sufficient film is in stock to support approximately 60-70 missions. Extraordinary measures are being employed to initiate a production rate of 6 rolls of film per day at Eastman Kodak effective in about 20 days. An order has been placed for 150 rolls.

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U-2 AIRCRAFT

I. DESCRIPTION OF MODELS:

U-2A

Maximum altitude	70,000'
Usable range	3700 N. miles
Camera	Hycon B, 36" f. l.
Engine	J-57

U-2C

Maximum altitude	74,000'
Usable range	3600 N. miles
Camera	Hycon B, 36" f. l.
Engine	J-75
In-flight refueling capability	
Equipped with System IX - AI tall jammer.	

U-2E

Same as U-2A with in-flight refueling.

2. On hand as of 20 October (\*operationally available)

- U-2C - 6  1 Oxcart test, 2 Iran, 2 McCoy AFB)
  - \* 2 operational this date plus one on 29 Oct
- U-2A - 21 (15 overseas sampling, 1 loan CIA)
  - \* 5 operational
- U-2E - 2 operational 23 Oct.

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3. Scheduled deliveries - Not applicable.

4. Cumulative inventory - All aircraft listed will be on hand by 29 October. 10 operational aircraft.

5. Support

a. System XII - Test 23-25 October (breadboard)  
Operational use of breadboard version feasible upon completion of satisfactory tests.



System VI - 50-14900 mac ELINT

System IX - AI tail jammer

b. Jammer - ALQ 19 - Testing initiated late November  
- ALQ 49 (engineering model) - Testing in a week or two.

c. Engines:

J-57 - 17 spares

J-75 - 11 on hand, 4 delivery March-April 68.  
Inspection at 300 hours, and overhaul at 600 hours.

Engine capability adequate for sustained operation.

d. Cameras: 9 B-cameras total on hand plus one on

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