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OCM - 0752

2 February 1960

MEMORANDUM FOR : Acting Chief, IWD

SUBJECT : Development Branch Activity Report, 25-29 January 1960

1. OXCART:

a. Weight savings and profile/range performance for the A-12 aircraft, reported by Mr. C.L. Johnson, 22-25 January, were deemed acceptable by Mr. Bissell. In a quick analysis of estimated A-12 performance at Mach 3.5, Mr. Johnson reported a slight improvement in range and about 3,000 feet additional altitude. On 26 January Mr. Bissell gave Mr. Johnson the go-ahead decision to implement the program, but with the reservation that a decision would be forthcoming shortly on the number of aircraft to be procured. On 30 January Mr. Bissell decided that twelve (12) A-12 aircraft are to be procured. Mr. Johnson was notified accordingly. Mr. Johnson was requested to submit revised design specifications for the A-12.

b. On 28 January Dr. Ned Scott of Perkin-Elmer visited Mr. Bissell with Messrs. Kiefer and Farangoosky present, and reviewed the status of the OXCART camera, and briefly, the P & E cost proposal. Mr. Bissell directed Dr. Scott to take appropriate measures to reduce the P & E cost proposal, and to submit a proposal for the procurement of six cameras plus one set of spares instead of the ten cameras previously discussed. Mr. Bissell decided that only six cameras would be procured for the OXCART program. Mr. Bissell advised Dr. Scott that the P & E objective should be to try to achieve a 24" system or something nearest to this system. Following the meeting with Dr. Scott, Mr. Bissell indicated that he preferred the P & E camera system to the Eastman Kodak one in view of the potentially better ground resolution offered by the P & E system. Mr. Kiefer recommended that Eastman Kodak be asked to submit a quote on one flyable bread-board camera system and Mr. Bissell concurred.

c. On 29 January Messrs. [REDACTED] Kiefer and Farangoosky met with Mr. Bissell to review OXCART matters requiring attention:

(1) Air Conditioning:

Mr. C.L. Johnson advised that the Air Research proposal for an OXCART air conditioning system is \$880,000 and that Hamilton Standard submitted a bid of \$855,000. However, inasmuch as the Air Research system weighs 170 lbs. less than the Hamilton Standard system, Mr. C.L. Johnson recommended the selection of Air Research. In view of the critical weight saving problem confronting OXCART, Mr. Bissell rendered a decision that Air Research be employed to provide the air conditioning system for the A-12 aircraft.

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(2) Autopilot and Inertial Guidance Systems:

The Minneapolis-Honeywell cost proposal for the autopilot and inertial guidance systems is expected to be submitted about 5 February. Mr. Bissell confirmed his earlier decision to select Minneapolis-Honeywell, but on the condition that their cost proposal is a reasonable one. If completely unreasonable and M-H is reluctant to reconsider, Mr. Bissell suggested that Mr. G.L. Johnson be requested to obtain a cost proposal from Autonetics.

(3) Cameras:

(a) Eastman Kodak advised that \$3,200,000 would be required for a flyable bread-board camera system and one complete back-up system which would be mandatory. Mr. Bissell stated that the Project cannot sustain two separate camera systems, but that he would continue Eastman Kodak within the limits of the \$100,000 feasibility study funding set aside for this purpose.

(b) In order to insure that Perkin-Elmer drastically cuts its cost proposal, Mr. Bissell telephoned Dr. Scott and reiterated his views. Further, he said that Messrs. Kelly and Fawcett would be getting together with P & H shortly to discuss costs. Mr. Bissell particularly was worried about the high G. and A. and profit fees quoted by Perkin-Elmer. In response to a query by Dr. Scott, Mr. Bissell stated that Perkin-Elmer should continue its expenditure rate to meet the current schedule.

(c) Convair Feasibility Study: Mr. Bissell concurred in the suggestion that Convair be advised to terminate its feasibility study work. This activity was a back-up to the A-12 aircraft of Lockheed.

d. An Activity Program for ORANT was reviewed and amended by Mr. Bissell in draft. Mr. Bissell added some budget estimates for FY 61 and 62. The Activity Program was submitted to Mr. Bissell in final form on 29 January and signed by him prior to submission to the DCI for approval.

e. Westinghouse, ITK and BHI personnel held several meetings, during the week of 25 January in Boston, concerning high resolution side-looking radar for the A-12. Dr. Rodgers states that progress thus far has exceeded all expectations.

f. Pratt & Whitney has been directed to develop alternate proposals for the costly fuel additive system recommended at the January suppliers meeting.

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2. CONCHA:

Mr. Kiefer attended a technical meeting at Vandenberg on 27 January at which ITIK, LMSD and BMD agreed that the current electrical problems had been solved and that #1052 was flight ready. Count down proceeded to 0 on 29 January but the fuel failed to ignite. Trouble was traced to faulty umbilical connection and the launch was re-scheduled to the week of 1 Feb.

3. ARGON:

Further delays in lens fabrication threatened a slippage in the delivery of flight cameras to LMSD.

4. CHALICE:

Negative report.

5. C-130's:

The Development Branch submitted a report to the Operations Branch concerning air snatch-gear for use on C-130's.

6. FRANKIE:

On 29 January Mr. Bissell stated that he was pleased to learn that Mr. [REDACTED] would be willing to accept an assignment with SMI in Boston. After Mr. Parangoosky related Mr. [REDACTED] views, Mr. Bissell said that he will support an offer to Mr. [REDACTED] of \$15,500 per year as an Agency contract employee, of course, subject to Colonel White's concurrence. Dr. Rodgers indicated that he would welcome Mr. [REDACTED] assignment. Mr. Larry Houston, Office of General Counsel and [REDACTED] Chief, told Mr. Parangoosky that he will support Mr. [REDACTED] assignment to SMI.

[REDACTED]  
Chief, Development Branch  
DFD-DD/P

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