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~~(S)~~ NATIONAL RECONNAISSANCE OFFICE

WASHINGTON, D.C.



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OFFICE OF THE DIRECTOR

10 October 1969

## MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Dave Packard, October 8

1. NASA Guidelines.

I discussed with Dave Packard the question of revising the guidelines which divide NASA responsibility from NRO responsibility. I told him that I thought we had a paper which would be satisfactory to him and to Lee DuBridge and had shown it to Dick Helms first because he was the one I thought might be sensitive. I told him that I thought the only change which Helms might object to is the one wherein we specifically say that we would not want to impose any restrictions on NASA with respect to astronomical operations.

2. U-2 Flights Over Cuba.

I mentioned that we had occasion recently to examine whether or not the U-2s were needed to get the necessary photographic coverage of Cuba and that DIA had conducted a study which in effect has caused them to reduce their stated requirements for coverage by a factor of two. At the same time, they had insisted that we maintain at least one overflight per month in Cuba on the basis that we want them to know that we are still there. I said to Dave that I did not think that such a decision was proper to be included in a USIB requirement let alone a DIA requirement and that this was essentially a political decision. Dave said we should take this to the 303 Committee.

3. TAGBOARD.

Dave referred to the recent 303 discussion about whether we would use TAG or some other means of overflying Cuba. He said that the gist of the discussions was that TAGBOARD would not be used in China and he felt that if it would not be used there, then it was unlikely it would be used anywhere else. He

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could envision some situation where we might want to overfly Russia using TAG. In any case, the tone of his questioning led me to propose that we do a little study of what would be involved if we decided to put the TAGBOARD in storage for a period of years until such time as we do have some real requirements for overflight where TAG would be suitable. He thinks it would be a good idea to conduct such a study, taking into account the possible desirability of having another test flight before we stop and bringing out such factors as how long we could go without another flight, what the cost would be of maintaining the remaining drones in various states of readiness, etc.

John L. McLucas

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