

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE ASSISTANT SECRETARY

February 4, 1966

MEMORANDUM FOR ASSISTANT SECRETARY OF DEFENSE (ADMINISTRATION)

SUBJECT: Review of U. S. Foreign Intelligence and Related
Activities in Selected Areas of Southeast Asia
and the Far East

The NRO was assigned the responsibility to answer parts
(b), (c), and (d) of Recommendation No. 15 in the Foreign
Intelligence Advisory Board report to the President. Attached
at Tabs A, B, and C, are the results of the investigations into
the several matters.



Alexander H. Flax
Director
National Reconnaissance Office

3 Attachments
Tabs A, B, and C

HANDED VIA BYEMAN
CONTROL SYSTEM

EXCLUDED FROM AUTOMATIC DOWNGRADING
DOD DIR. 5200.10 CONTROL SYSTEM

Copies 6 of 7 Copies
Page 1 of 1 Pages
Control No. BY 5-5402-2-26

OXCART/TAGBOARDRECOMMENDATION 15:(b)

That, to enhance our photographic collection capability in the Chicom-Southeast area, the operational readiness date of the TAGBOARD drone be expedited as much as possible.

The present TAGBOARD flight test and development program is being conducted in the most expeditious manner possible. All of the necessary drones have been delivered. Two carrier aircraft are used in the tests; it would not be possible to obtain additional carriers prior to the anticipated operational readiness date. Work is being done on a two-shifts per day basis. It is prudent to note that only limited resources are available to accomplish the feasibility of the concept.

Many significant milestones have been passed in this complex program. First, an airplane designed to fly at Mach 3 has been modified to a higher drag configuration, fitted with a drag producing pylon, a 10,000 pound external load attached and still this airplane has been able to demonstrate Mach 3 flight. Hot and cold fuel has been transferred from drone to "mother-ship" to provide drone cooling and range for the carrier. Engine operation of the drone ramjet has been demonstrated from Mach 1.2 to Mach 3. Payload ejection at supersonic speeds and aerial retrieval by C-130 aircraft have been accomplished.

There are, however, many more milestones to be met. Launch of the drone from the carrier is still to be proved. This is a very complex aerodynamic problem and, perhaps, the most significant part of the feasibility demonstration. Present plans call for the first launch to be accomplished during the week of 7 February 1966. After that, sustained flight of the drone at Mach 3.3, drone range performance verification, drone navigational accuracy, and satisfactory camera operation must be proved as feasible and reliable.

OXCART/TAGBOARD

EXHIBIT 15 (b) RECOMMENDATION 15 (b)
 DOCUMENT FOR ARMY

MANUAL FOR EXHIBIT
 CONTROL SYSTEM

Copy - 6 of 7
 Date - 12/12/66
 Control - 3/12/66

OX CART/TAGBOARD

There are no short-cut methods to providing the necessary data for system demonstration and reliability confidence. Each phase must be attacked in an orderly manner, progress is directly dependent upon previous success. Even with the many tasks yet to be completed, an operational capability is being sought in late August or early September. Every effort, within the previously mentioned constraints, is being expended to reach the earliest possible operational date. Further expediting of the program cannot be accomplished.

OX CART/TAGBOARD

EXCLUDED FROM AUTOMATIC DOWNGRADING
DGD SCL. SACO. 10 20 1975

FOR OFFICIAL USE ONLY
CONTAINS CONFIDENTIAL INFORMATION

Copy 6 of 7 Copies
Page 2 of 2 Pages
Control No. 81503-1082-66