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By cdg NARA. Date 7/13/11

CCS-1

13 February 1962

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MEMORANDUM FOR THE FILES

Subj: SAC Briefing on LORAN-C - 8 February 1962

PRESENT:

RADM J. A. Alger, Jr. (E)	CDR R. J. Clark (OAN)
RADM D. McG Morrison (O)	LT L. A. White (OAN)
CAPT W. B. Millington (OAN)	CAPT P. P. Cole (USN)
CAPT L. E. Brunner (EEE)	CDR J. A. McIntyre (USN)
CAPT F. J. Scheiber (CCS-1)	LTCOL John F. Jenkins (USA) JCS
CAPT R. D. Dean (ETD)	LTCOL T. B. Richey (USA) JCS
CAPT Harold Land (CPA)	LTCOL R. L. Warner (USA) JCS
CAPT T. R. Sargent (ECV)	MAJ O. W. Clancy (USAF) (SAC)
CDR Bob Kirsten (EEE)	MAJ T. J. Buono (USAF) (SAC)
CDR J. B. Speaker, Jr. (CCS)	MAJ William A. Wood (USAF) (HQ)
CDR E. M. Lipsey (EEE)	

CAPT Scheiber opened the meeting by stating that the purpose of this meeting was to discuss some of the new SAC requirements and also give a briefing on LORAN-C by Coast Guard representatives and to explore and initiate a possible joint SAC-Coast Guard flight checking the areas of interest to CINCSAC. This is all predicated on the exchange of messages between JCS and CINSAC. We have three gentlemen from SAC Headquarters with us. I would like to kick this off now by having CDR Lipsey give a complete run-down on LORAN-C.

CDR Lipsey started by giving a briefing on LORAN-C and other navigational systems. He explained the requirements and the coverage over the Arctic region and also what we feel LORAN-C can do. Also, the difference between LORAN-A and LORAN-C was explained, including the frequencies. In addition, the characteristics of the receiver was explained and all other pertinent information relative to LORAN-C. The various areas of coverage was explained and just what we could furnish as coverage for SAC was indicated. Several charts were displayed by CDR Lipsey while explaining various items concerning LORAN. Upon conclusion of the briefing by CDR Lipsey, several questions were asked by SAC representatives.

SAC representatives advised that by the fall of 1962, K-135 aircraft (Boeing 707) would be in operation on missions in the polar region. LORAN-C receivers will be installed as one piece of navigational equipment on each. The exact amount of coverage in the regions in question is not known—either sky or ground wave. The consensus of opinion was that one of these SAC

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aircraft with Coast Guard representatives aboard could obtain this information in May or June 1962. One of the K-135's will be sent north for checking out its navigational system.

The JCS (J-6) will request that Coast Guard observers be included together with any additional LORAN-C equipment we may want to put aboard.

F. J. SCHEIBER, CAPT, USCG

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