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RCVD APR 12 1962 CAN

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Communications-Electronics  
Directorate, J-6

MEMORANDUM FOR: Director, J-6

Subject: Information Requested on LORAN-C

Reference: ESD Memo, 2 April 1962, Subj: LORAN-C

1 This memo clarifies information on costs and quantities of LORAN-C receivers and corrects misleading information previously presented in the reference.

- 2. Cost - \$31,000 each - Sperry Gyroscope Co.  
           28,000 each - ITT (unit procurement)  
           23,500 each - ITT (procurement of 30)  
           Somewhat less - Bendix  
           3,000 each - "A" to "C" converters

3. Quantities

a. Navy (installation in FBM submarines, survey ships, etc.)

- (1) Initial order of 68 installed.
- (2) Follow-on order of 94 have been installed or earmarked for new production.
- (3) "A" to "C" converters - 300 on order will start coming off the line in May 1962.

b. Air Force

- (1) SAC has purchased 3 "C" receivers for Project OFFICEBOY special mission aircraft.
- (2) 32 "C" receivers have received mod approval for procurement for SAC RB-47's.
- (3) MATS has requested "A" to "C" conversion for 467 strategic airlift aircraft. This request is not considered favorably at this time because of higher priority for funds.
- (4) FY 64 production of C-141's will include "C" receivers.
- (5) One AFSC C-135 in Project NANCY RAE has a "C" receiver.

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c. Recap of b and c, above:

EQUIPMENT O/H & ON ORDER

	<u>"C" Receivers</u>	<u>"A" to "C" Converters</u>
Navy	162	300
SAC	35	
MATS		*467
AFSC	1	
	<u>198</u>	<u>*767</u>

4. Air Force Requirements for LORAN-C Station

a. USAF - USCG Memo of Agreement, December 19, 1960, signed by General LeMay and Admiral Richmond, states an Air Force requirement for a LORAN-C station in Germany to provide accurate timing signals for the Atomic Strike Recording System (ASTREC). This is the nuclear detonation evaluation system, AN/GSQ-44, which was to be ready to operate in May, this year, but has experienced some slippage. Three ASTREC stations will be located in South, Central, and North Germany. These are not mobile stations and do not use the navigation feature, but depend upon LORAN-C for accurate timing only. The stations at Sylt, Germany will meet this requirement. USAF contacts indicate that no alternate adequate timing source is known or planned.

b. The station at Attu, listed in the 1961 LORAN-C Plan as required by Navy and Air Force, provides accurate navigation for SAC reconnaissance flights.

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\*Procurement not approved.

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