

SECRET

Page One

June 7 56

MEMORANDUM TO FILE

RE: DISCUSSIONS WITH MINNEAPOLIS-HONEYWELL
REPRESENTATIVES ON WEDNESDAY, JUNE 6/56,
REGARDING THE CP-105 DAMPING SYSTEM

After a tour of the shops, Messrs Smith and Floyd had discussions with Steve Keating, Divisional Vice-President, and Eldon H. Olson, Director of Aero Engineering, and the following are the highlights of these discussions.

We made it very clear that the Damping System was now the key to our complete aircraft development program on the CP-105, and that any slippage in damping system schedules would completely hold up the program for the following reasons.

(a) It is not possible to develop the aircraft system in the regions where their performance is critical, such as high altitude and high speed, until the damping system is developed to the stage where we can achieve safe flight in these regions.

(b) The R.C.A.F. are determined to carry out some kind of aircraft handling evaluation on the CP-105 prior to recommending production of aircraft beyond the 11th. This is therefore very critical to us, and even if the Damping System were available in May '57 instead of August '57, we would be running three to four months behind on the date required to get authority to produce the twelfth aircraft and beyond. It is essential to have the Damping System developed prior to any R.C.A.F. evaluation on handling, since the handling characteristics of the aircraft will not be good until the Damping System is functioning to specification.

(c) The receipt by R.C.A. of an aircraft with a fully developed damping system is essential in the Fire Control System development program, and here again,

SECRET

Page Two

June 7 '56

even based on the May '57 date, R.C.A. will have some three to four months less time to develop the Fire Control System than they had originally planned.

In view of the above, we told Keating that, rather than assume an August '57 date, based on what his engineering people had indicated, we wished him to examine the position again and tell us how they could, by a maximum crash program but consistent with a competent engineering job, meet the May '57 date.

R-K are going to do this and Keating promised that either he or Olson would ring us as soon as possible after they have had a chance to talk to their engineering personnel. They hope to do this towards the middle of next week.

J. C. Floyd,
VICE-PRESIDENT, ENGINEERING

JCF-kas
Cc's to Messrs
FDRye
HSmith
JAMorley
LMcCarthy
RLLindley
CHake