

C O P Y

February 4, 1963

*Col. Burris,
Am sending this
to you for speedier
handling.*

JWH

Vice President Lyndon B. Johnson
P-38
U. S. Capitol
Washington, D. C.

Dear Mr. Vice President:

Ray Beck and I are very grateful for the cordial reception you and Mrs. Johnson gave us last Saturday. Talking business in the hospitable atmosphere of your ranch was a great privilege.

Today, I have ordered the materials for your Twin Bonanza, and they should arrive within three weeks. The custom colored leather always takes a while.

Recapping our conversation, we plan to accomplish the following work:

1. Shampoo headlining, carpet and sidewalls.
2. Refinish window frames light beige.
3. Add padding as necessary and upholster all seats and arm-rests, using custom "pumpkin" genuine leather and beige fabric.
4. Modify right hand front seat to lay flat.
5. Provide a contoured mattress.
6. Fabricate and install new curtains, using custom LBJ drapery as per Lodestar.
7. If necessary, install new rear carpet in a compatible color and quality.
8. Cost not to exceed existing credit on our books.

I don't recall a firm answer regarding the exterior paint. As discussed, the cost to completely strip and repaint using colors and design as per the Lodestar is \$1,250.00.

It would reduce the overall downtime to accomplish both jobs concurrently, so please advise if we should plan for this.

You mentioned that some of the paint on the Lodestar is fading. We would certainly like to inspect it at the earliest convenience. Please tell Bill Willis to

C O P Y

get in touch with us when he has a trip up this way.

We would also welcome the opportunity to accomplish routine or special maintenance as the need arise on both planes.

Please tell Mrs. Johnson that the sample grouping for the JetStar will be sent this week. I will address it to Col. ~~Burtis~~ for convenience of handling.

We look forward to the successful completion of negotiations on the JetStar work and the opportunity to serve you.

Respectfully,

HORTON-HORTON AND INTER-AMERICA

Mrs. B. L. Horton (Dorthe Anne)

DAH:imp



OFFICE OF THE VICE PRESIDENT
WASHINGTON

1/7/63

To: Col. Burris

From: Yolanda

Mrs. Johnson handed me the
attached and said "will you please see
that Col. Burris gets this in Washington."

MEMORANDUM

DATE: December 28, 1962
TO: The Vice President
FROM: Colonel Burris
RE: JetStar Modification

Enclosed are two drawings reflecting slightly different possibilities in the modification of the JetStar. You will note that the two cabin arrangements are the same on each sketch. This new arrangement differs from the existing one on the following points:

1. The sofa is moved to the rear, extended 6 inches in length, and accommodates 5 safety belts.
2. One additional chair is installed, thereby providing 11 seats in the main cabin.
3. A jump-seat is provided in the rear hallway, which may be stowed when not in use.
4. Other modifications include removal of partitions, relocating heating ducts, telephone, etc.

The essential difference between these two drawings is the positioning of the lavatory. In the one case, it remains in the rear with the present baggage compartment remaining opposite the entrance. In the other drawing, the lavatory is moved to the forward position. It should be pointed out that the head room inside the forward lavatory, situated as it is on the side of the airplane, is barely 5 feet. Head room at the rear location is approximately 6 feet.

These two drawings are merely suggestions, and do not constitute a final proposal. Others have been made, but these seem more nearly acceptable. Modifications may even be made to these. For instance, on the drawing where the lavatory appears near the front of the airplane, the baggage compartment in the rear could be converted to a lounge seating 3 people. The area would not have any windows, but this disadvantage would be off-set by the fact that this is the most spacious area and has more head room than any other place in the airplane. This configuration could be utilized for maximum seating, but could be employed only on flights when no significant amount of baggage were being taken along. Since the maximum carrying capacity of this airplane is easily reached, an increase in the number of passengers requires a decrease or limitation in the baggage which may be taken aboard. In other words, a limitation on total weight become more important than the number of passengers.

The present plan is to modify one of the existing JetStars, rather than to install a new configuration in one of the new planes presently coming off the line. After periodic maintenance is performed on the selected plane, the old interior will be removed and the plane will be flown to Horton and Horton for installation of the new interior. No Congressional Committee approval for alterations (which was specified when purchase funds were allocated) nor special budgetary approval will be required. Funds will be provided from the general maintenance category and will not be specifically identified.

A final decision on the interior configuration and maintenance procedure should be made in early January, in order that the project may proceed. Approximately 60 days will be required to complete the project.



OFFICE OF THE VICE PRESIDENT
WASHINGTON

Mrs. Johnson,

The Vice President
had me tell Colonel Burriss
he agrees.

And, for the Colonel
to get with you to discuss it
--- doing what the Military
thinks should be done.

mjdr

2/14/63
450
jwm

OFFICE OF THE VICE PRESIDENT
WASHINGTON

February 14, 1963

Mr. Johnson:

Attached is the enclosed layout scheme for the "Lockheed Jet Star" which has just arrived from Mrs. Horton. I believe you are generally familiar with these combinations.

I have mentioned to the Air Force that Mrs. Horton volunteered some suggestions as to the interior colors and fabrics, in addition to the cabin layout drawings submitted previously. The Air Force welcomed the layout and is awaiting these additional suggestions.

These particular color and fabric combinations are excellent and I am sure the finished product would be magnificent. However, I have reservations about the installation of this combination in a military aircraft. I fear that a similar response might come from Government executives who might also utilize the plane, as well as the little people who peer inside or maintain it. There would arise the likelihood of comment and criticism which, above all, we hope to avoid.

I would therefore recommend that the color scheme be scaled down to a more conservative level but certainly not drab. This may be achieved by altering the brilliance and pattern of the individual colors as well as the number and contrast of colors which appear in the cabin.


H.L. Burris

OFFICE OF THE VICE PRESIDENT
WASHINGTON

Bulldstream -

D.C. - Minn

840 N.M.

Flight time: Approx 5:40

Charter Costs: \$1650.

Add 2 hrs + \$2250.
NYC-DC-NYC

Sat -- Baker

-- Couch

Memo.

March 6, 1962

MEMORANDUM:

TO: Bobby Baker
FROM: Walter Jenkins

I suggest that paragraph 3 be changed to read as follows:

"The charges for such flights would be computed at the rate of two hundred ninety five (\$295.00) per flight hour. When it is necessary for a plane to be dispatched from New York to Washington, D. C., the flight time will commence at the time of departure from Bethpage, New York. In addition, when it is necessary for the plane to be returned to New York, the fee will include the time necessary for the aircraft to return to Bethpage from its last stop, whether or not passengers are aboard. This hourly charge would include all the expenses of operating the aircraft."

I think paragraph 4 should be changed to read:

"If the aircraft should be dispatched to pick you up at some point other than Washington, D. C., reimbursable flight time would include the time necessary for the aircraft to get to such point from Bethpage, New York or from any other point where a plane might be available and which would be closer to the point of pickup than Bethpage. There would also be a minimum daily charge, equivalent to the charge for two (2) hours' flight time, for each day while the aircraft was away from its home base on any trip."

WJ:ms

**GRUMMAN AIRCRAFT ENGINEERING CORPORATION
BETHPAGE, LONG ISLAND, NEW YORK**

E. Clinton Towl, President

February 19, 1962

**The Vice President
United States Senate
Washington, D. C.**

My dear Mr. Vice President:

We understand that a requirement exists for an aircraft to provide you with air transportation on appropriate notice. As a means of satisfying this requirement, we would like to offer for your consideration the following proposal based upon the use of one of our own Grumman Gulfstream demonstrator aircraft.

We will use our best efforts upon seven (7) days' advance notice to make available for your personal use a Gulfstream with a full crew. I hope you will understand that with the press of commercial demonstrations we could not guarantee to meet your requirements in every case.

The charges for such flights would be computed at the rate of two hundred ninety-five dollars (\$295.00) per flight hour with flight time commencing at the time of departure from Bethpage, New York, and including the time necessary for the aircraft to return to Bethpage from its last stop, whether or not passengers are aboard. This hourly charge would include all the expenses of operating the aircraft.

If the aircraft should be dispatched to pick you up at some point other than Washington, D. C., reimbursable flight time would include the time necessary for the aircraft to get to such point from Bethpage. There would also be a minimum daily charge, equivalent to the charge for two (2) hours' flight time, for each day while the aircraft was away from its home base on any trip.

Since the restrictions of the Federal Aviation Act prevent us from offering this service on an unlimited basis without being certificated as a common carrier, this offer is limited to trips involving your personal use of the aircraft. However, the number of persons accompanying you on a particular trip would be limited only by the capacity of the aircraft. Grumman will also have to reserve the right to

(2)

cancel or suspend this offer upon thirty (30) days' notice to you or your designee.

In the nearly three years since its certification, the Gulfstream has established an enviable reputation for fast, safe and economical air transportation. You might be interested in knowing that there are now eighty-five Gulfstreams in service all over the world.

We are anxious to satisfy your interest in the Gulfstream and would be most pleased to discuss this proposal in greater detail with anyone whom you may designate to represent you.

Very truly yours,

GRUMMAN AIRCRAFT ENGINEERING CORP.

s/ E. Clinton Towl

E. Clinton Towl
President

JFC/ak

HEADQUARTERS UNITED STATES AIR FORCE
OFFICE OF THE ASST. VICE CHIEF OF STAFF

DATE 15 Mar

MEMORANDUM FOR:

Col Burns -

Heward -

Info - we'll
try to get the
pilots better trained
with single side band
radio - RMA

R. M. MONTGOMERY
Major General, US Air Force
Assistant Vice Chief of Staff

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.



REPLY TO
ATTN OF: AFOAC-PA

SUBJECT Air-Ground Communications - C-140 Jet Star

14 MAR 1962

TO: AFCVC-SAM

1. A requirement has been expressed for better air-ground communications on the C-140 aircraft assigned to the 1299 Air Transport Squadron at Andrews AFB. Due to the weight, space, antenna, and power limitations these aircraft have no special equipment installed, or radio operator assigned, to provide for the executive business level of communications now available aboard other SAM aircraft.

2. Because of the stated limitations, the initial complement of equipment presently installed aboard these aircraft meets only the basic civil-military "common system" requirements for navigation and communication. Accordingly, the requirement to provide for any executive long-range high-frequency communications becomes the responsibility of the flight crew and assumes a secondary status, as safety of operation is their primary concern. They must make selection of the correct frequency to provide the best transmission results, and request patch-thru to the required ground facilities. Normally the pilots of the 1299 Air Transport Squadron do not receive as much operational experience in the use of HF radio as do the overseas pilots in the 1298 Air Transport Squadron. All of these factors limit the extent to which satisfactory VIP communications can be provided from the C-140 aircraft.

3. A check with the pilot, Major Cross, assigned to the Vice President's aircraft, and with Captain Nagel in Staff Electronics, indicates no complaints on the radio equipment within the last three months. As there has been no malfunctioning of equipment reported aboard this aircraft, there may have been times during a short flight from Washington to New York when the crew occupied with ATC duties could not monitor the HF channels and would therefore not receive a call from the Andrews station. Also, we are now entering a period of low sunspot activity and propagation conditions when using high-frequency equipment may not be too satisfactory for contacts under 1000 mile range.

4. In an attempt to improve the long-range air-ground communications from these C-140 aircraft, action has been taken to have HF contacts and patch-thru connections made on each flight. This action, which has been coordinated with Lt Colonel R. A. Yoder, 1254 Air Transport Wing, Andrews AFB, should acquaint the crews with the operational results to be expected from the use of the single sideband (SSB) high-frequency equipment and thus provide a more satisfactory executive service when requested by our VIP's.

5. No comments are offered on the needs for security or teletype equipment, as these equipments would require the addition of a flight radio operator. It is not recommended that these additional services be programmed into this type aircraft, due to the limitations stated in Par 1.



ROBERT J. HENNESSY
Colonel, USAF
Executive
Directorate of Telecommunications

Copy to:
1254 Air Trnsp Wg (Lt Col Yoder)

OFFICE OF THE VICE PRESIDENT

WASHINGTON

WJ - ~~James~~
Business
To note James
HBJ

JB



FEDERAL AVIATION AGENCY
Washington 25, D.C.

DEC 22 1961

Colonel H. L. Burris
Room 274
Executive Office Building
Washington, D. C.

Dear Colonel Burris:

Upon receipt of your discrepancy report concerning the Johnson City non-directional beacon, a flight inspection aircraft was dispatched to investigate and accomplish necessary corrective action.

This same procedure is followed in relation to user reported discrepancies on all navigation aids which make up a part of the common system of air navigation.

Whenever possible these investigative flights are performed in conjunction with regularly scheduled aircraft itineraries in the interest of conservation of flight time. This was the case with the Johnson City facility.

The attached form ACA-496, Radio Facility Flight Report, is the result of the investigative inspection. Upon determination that the facility is operating within established tolerances, as promulgated in the United States Standard Facilities Flight Check Manual, Mr. Bell, the Flight Inspector, has certificated it for operational use.

Thank you for your interest in this matter.

Sincerely,

A handwritten signature in cursive script that reads "George C. Prill".

George C. Prill
Director
Flight Standards Service

Attachment



FEDERAL AVIATION AGENCY
Washington 25, D.C.

DEC 23 1961

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Room 274
Executive Office Building
Washington, D. C.

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Thank you for your interest in this matter.

Sincerely,

Original signed by
George C. Prill

George C. Prill
Director
Flight Standards Service

Attachment

RECEIVED

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

SFH

DEC 3 1961

RADIO FACILITY-FLIGHT REPORT

REPORT NO. N/A	DATE CHECKED 12/1/61	STATION Johnson City, Texas	CLASS MH
IDENTIFICATION LBJ	FREQUENCY (kc) 393	POWER (watts) 50 -	SEC. CHART NO. Austin & San Antonio
PUBLISHED BEARINGS DEGREES: N/A		DATED Aug 1961 Aug 1961	
TRUE AND TOWARD STATION			

RANGE TRANSMITTER:	N/A TYPE _____ MAIN	TYPE _____ STANDBY
COURSES FOUND (True)		
ERROR, DEGREES		
MULTIPLES		
KEY CLICKS		
VOICE/RANGE RATIO		
USABLE RANGE DIST.		
USABLE VOICE DIST.		
VOICE QUALITY		
BROADCAST WARNING	SATISFACTORY?	SATISFACTORY?
CONE OF SILENCE	SECONDS AT FT.	SECONDS AT FT.
"Z" MARKER: TYPE _____	N/A MAIN	STANDBY
1ST CHECK	SECONDS AT FT. MPH	SECONDS AT FT. MPH
2ND CHECK 90 FM. 1ST	SECONDS AT FT. MPH	SECONDS AT FT. MPH

FAN MARKERS: **N/A** CHECKED WITH TYPE _____ RECEIVER

NO.	LOCATION	TYPE	MAJOR AXIS WIDTH	MINOR AXIS WIDTH
1			MILES AT FT.	MILES AT FT.
2			MILES AT FT.	MILES AT FT.
3			MILES AT FT.	MILES AT FT.
4			MILES AT FT.	MILES AT FT.
5			MILES AT FT.	MILES AT FT.

REMARKS: This was a special periodic flight check following a report of erratic operation of the Johnson City MH facility. Coverage was checked from 40 NM south of Austin to the Austin VOR, then via the AUS 248° radial to the Johnson City MH. Identification was correct and readable in excess of 40 NM and no interference was detected. Bearing indicator action +6° at 40 miles and from 25 miles out averaged +2°. Several station passage checks and two instrument approaches were flown. Close in needle swing was negligible and positive indication of station passage was received.

Communications with AUS FSS and AUS RAPCON (Aircraft transmitting 122.1 MC and receiving 393 kcs) were maintained from AUS VOR to the H facility at MEA of 3000' and through the approach area at 500' AGL. Normal communications also maintained on various portions of the airport and hangar area. Both receivers checked on 122.1 mc (no standby on 393 kcs).

The facility was found to be operating within USSFFCM criteria and is certified for operational use.

REGION SW	AIRCRAFT N-43	PILOT <i>R. K. Bell</i> R. K. Bell
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FAIRCHILD STRATOS CORPORATION

August 29, 1961

Mr. Walter Jenkins
Office of the Vice President
of the United States
The Capitol
Washington 25, D. C.

Dear Mr. Jenkins:

Since I visited you, together with Mr. Smith and Mr. Hoffberger, several important events have been thrust upon you and Vice President Johnson. I suspect, therefore, that you have had little time to discuss the F-27 with the Vice President. It occurred to me, however, that with the Berlin crisis fresh in your mind, it might be apropos to point out how the F-27 could relate to this emergency or any similar military crisis or natural disaster.

During periods of stress, such as the one being experienced now in Berlin, heavy demands are placed upon all available air transportation to the extent that available facilities and equipment are taxed to the utmost. If it became necessary to supply Berlin by air, as we have done in the past, it is obvious that all available large cargo transports would be pressed into service. C-130s which are now used to shuttle cargo from MATS terminals to operating units would probably be diverted. As you recall, one of our major points in presenting the F-27 to you was its flexibility. It can carry 12,000 lbs. of cargo and take off and land from minimum air strips. If, therefore, F-27s were dispersed throughout the world to supply transportation for attaches, the same aircraft during an emergency could be pressed into service carrying cargo, troops or litters. The point I want to stress is the fact that not only do we have the least expensive aircraft, both in initial cost and operating cost, but we also have the most flexible aircraft in this size and weight class.

If I can be of any service to you or Vice President Johnson, please advise me.

Sincerely,

Edward G. Uhl

Edward G. Uhl
President

EGU/es

Aircraft



*Burns
to answer*

File

HEADQUARTERS
1254TH AIR TRANSPORT WING, SPECIAL MISSIONS (MATS)
United States Air Force
WASHINGTON NATIONAL AIRPORT, WASHINGTON 25, D. C.



REPLY TO
ATTN OF:

12 May 1961

SUBJECT:

TO: The Honorable Lyndon B. Johnson
Vice President of the United States

Sir:

The delay and inconvenience caused you at Guam on 10 May as a result of failure of hydraulic pumps on our VC-137 aircraft is sincerely regretted. While a device as complicated as a modern aircraft will never be completely free of component failure, we here in the 1254th pride ourselves upon our reliability and your delay is a matter of considerable concern.

I know your schedule is a busy one and am extremely sorry for this disruption. You may be assured that every effort is made within this organization to avoid such occurrences.

Very truly yours,

G. J. Dunkleberg
G. J. DUNKLEBERG
Colonel, USAF
Commander

*unnecessary to answer
per H2B*

DISPATCHED
MAY 22 1961
1254th
WNA

RECEIVED
MAY 23 1961
VICE PRESIDENT'S
OFFICE

April 14, 1961

MEMORANDUM FOR GENERAL MONTGOMERY

SUBJECT: Markings on SAM Aircraft

The Vice President suggested and the President agreed that certain prominent military markings should be deleted from the Special Air Mission aircraft.

The President's decision is as follows:

- a. Remove sentence: Military Air Transport Service from side of aircraft.
- b. Remove sentence: U. S. Air Force from side of aircraft.
- c. Remove letters: MATS on top of tail assembly.
- d. Put the words: United States of America on side of aircraft to replace markings described in paragraphs a and b.
- e. Paint a U. S. Flag on tail assembly to replace markings described in paragraph c.
- f. All other markings to remain on aircraft including USAF lettering and star insignia on the wings.
- g. No other changes desired.

GODFREY T. McHUGH
Colonel, USAF
Air Force Aide to the President

Copies to:
Mr. McNamara
Mr. Zuckert
General White
✓ Colonel Howard Burris
Mr. Sallinger
Mr. Hartigan