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Copy No. [REDACTED]

27 February 1968

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]
INFO: [REDACTED]
FROM: [REDACTED]

SUBJECT: Program Managers' Meeting - 20 February 1968

1. The CORONA Payload Managers' Meeting was convened at 0900 on 20 February 1968 at AP. In attendance were [REDACTED] Contractor; and [REDACTED] of the Resident Office.

2. [REDACTED] described the following planning cycle for financial program recommendations during CY 1968:

- a. DNRO issue draft guidance (i.e., number of flights) for FY 1969--to contractors by mid-March.
- b. Resident Office issued budget call to contractors late March.
- c. Contractors submit budgets--to Resident Office by end of third week in April.
- d. Headquarters submit FY 1969 budget--to NRO by first week in May.
(Note: Above are FY 1969 only--except that new programs or "new effort" line items must also include FY 1970-74 estimates).
- e. NRO review and approval during May and June. DNRO initial program approvals to Program Directors by about 25 June.
- f. FY 1970 budget estimate recommendations:

Guidance to Program Directors--15 July (using FY 1969 initial approvals as base); Program Directors recommendations to DNRO by mid-August; DNRO budget determined by mid-September.

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g. FY 1971-1974 budget estimate recommendations:

Guidance to Program Directors--October (using DNRO recommended FY 1970 figures as base); submissions to NRO by early November.

h. When President's FY 1970 budget determined in November, FY 1971 through 1974 figures will be approved by NRO and turned over to Budget Directorate by mid-December for inclusion in the early January Five Year Defense Program update.

3. There was a discussion of AP recommendations for extending LOL/LCL of pressure bottle of the PMU and cold-gas spin storage bottles. [redacted] desired to review their hardware and agreed to make appropriate recommendations in the near future. In addition, [redacted] will submit a proposal for firing three retro-rockets that have exceeded 15-month LCL; objective is to "qualify" retros for 20-month LCL.

4. [redacted] stated that SRV tape recorders would fly through CR-7 only, according to present planning. He requested that any diagnostic data requirements for later flights be submitted as soon as possible in event additional tape recorder flights beyond CR-7 are needed.

5. [redacted] summarized results of UTB tests conducted on CR-3 through CR-6 and planned on CR-7. [redacted] is developing a retro-fit kit to give negative torque during instrument slow-down--this should improve tracking stability. The kit is expected to be available in April for CR-5. AP will furnish a specific need date to support CR-5 chamber tests. [redacted] stated that the QR-2 UTB system tests revealed that the system can handle UTB satisfactorially. QR-2 had to be removed from the Hivos twice, both unrelated to UTB. Data correlation on UTB can be readily established.

6. [redacted] stated that glass filter development efforts have switched from quartz to 0.015 BK-7 glass. [redacted] computer people are developing tolerance requirements for the glass. Correct optical properties of the glass filter is now the pacing item; coating technique is under control. First flight for operational glass filters now looks like CR-7 or CR-9 [redacted] CR-8 will fly before CR-7).

7. [redacted] discussed the Digital Shift Register command system status. All indications point toward qualification and flight checkout of this new command system for the November schedule of CR-6 launch. The relay race problem appears to be solved; in fact, the qual model has just (27 February) completed its functional test and is entering environmental qualification. An old command system is being checked out concurrently in event any discrepancy would prevent the new command system to fly in CR-6. Go-No-Go date for the command system (old or new) to be flown in CR-6 is 1 June 1968.

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8. [REDACTED] Contractor reviewed their written monthly report. There was a short discussion of the J-45 flight in January.

9. [REDACTED] reviewed their monthly report. [REDACTED] described thermal lens cell tests and analysis at [REDACTED]. As a result of data obtained in QR-2 it appears that temperature gradients as high as 12 to 15 degrees exist across CR lens cells. (After the Managers' Meeting, [REDACTED] agreed on insulation additions to decrease the temperature gradients; these changes are in process and will be effective for CR-3 and up.)

10. [REDACTED] reviewed their monthly report. [REDACTED] described analysis efforts regarding a parachute subsystem failure on [REDACTED]. While no definite cause has been determined, most indications point to a bridle failure (perhaps aggravated by higher than normal spin rate). The other program uses the MK5B parachute subsystem, whereas CORONA utilizes a MK5C which has a stronger bridle. AP is incorporating a modification (recommended as better practice by the [REDACTED] Program investigation) to do additional "rounding off" of parachute cover edge surfaces that could conceivably cut or weaken parachute bridles or shroud lines.

11. A firm date was not set for the next Managers' Meeting although mid-April appeared most likely.

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