

Declassified and Released by the N H C

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In Accordance with E. O. 12958

on NOV 26 1997

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REF:

1. IN VIEW OF YOUR DISAPPROVAL OF OUR PROPOSAL TO ALTER THE PRESENT RECOVERED CAPSULE TRANSPORTATION PROCEDURES AND DUE TO THE INCREASED RECOVERY/COURIER WORKLOAD RESULTING FROM THE J CONFIGURATION AND OTHER PROGRAM EFFORTS, WE WOULD LIKE TO POINT OUT THE FOLLOWING IMPACTS AND SUGGEST SOME ALTERNATIVE SOLUTIONS FOR YOUR CONSIDERATION.
2. ADDITIONAL AIRCRAFT FLIGHT TIME REQUIREMENTS TO SUPPORT COURIER FLIGHTS ARE BEING ANALYZED. IT APPEARS THAT IT WILL BE NECESSARY FOR US TO GO THROUGH THE JUSTIFICATION CYCLE TO OBTAIN ANOTHER C-130 TO INSURE MEETING ALL OUR RECOVERY/COURIER REQUIREMENTS.
3. IN THE INTERIM IT MAY BE NECESSARY FOR US TO EMPLOY VARIOUS BACKUP METHODS PREVIOUSLY APPROVED BY YOU SUCH AS HAVING THE COURIER BRING THE CAPSULE HOME BY ROUTINELY SCHEDULED MATS FLIGHTS.
4. DUE TO PROGRAM OFFICE REQUIREMENTS AND THE LIMITED NUMBER OF PERSONNEL AVAILABLE WITHIN THE DIRECTORATE, IT WILL BE NECESSARY FOR US TO CALL UPON PERSONNEL FROM THE RECOVERY CONTROL GROUP FOR COURIER SERVICES FROM TIME TO TIME. IN VIEW OF THE FACT THAT THE COURIER MUST HAVE APPROPRIATE PROJECT CLEARANCES, WE ANTICIPATE THE NEED FOR THREE OR FOUR ADDITIONAL PROJECT CLEARANCES IN THE NEAR FUTURE.
5. AN ALTERNATIVE SUGGESTION FOR YOUR CONSIDERATION IS THAT HQS ASSUME THE COURIER RESPONSIBILITY. WHILE THIS WILL NOT SOLVE THE AIRCRAFT PROBLEM, IT WOULD SOMEWHAT EASE THE PERSONNEL LIMITATIONS.

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CFN: 3393 2047 J C-130 162 HQS NOT SOLVE

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