



13 January 1967

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: V. Webb
J. McDonald

FROM: [REDACTED]

SUBJECT: PROGRAM MANAGERS' MEETING - 11 JANUARY 1967

1. The Corona Program Managers' Meeting convened at 0930 on 11 January. In attendance were Messrs. Madden and [REDACTED] from [REDACTED] and [REDACTED] from [REDACTED], and [REDACTED] from [REDACTED] Contractor; and [REDACTED] and [REDACTED] (part-time) from the Resident Office.

2. [REDACTED] opened the meeting and discussed the following subjects:

- a. The Corona flight schedule. The next flight, J-34 is scheduled for 14 January with one for 20 February and one per month thereafter through June of 1967. There is a possibility that the June flight may be dropped, however, we have missed already in fiscal year '67 the July, October, and December flights which brings the number, including a June '67 flight down to 9 in 1967.
- b. In view of the overage problems with the heat shields, the in storage dates for systems J-47 thru J-50 have been extended as follows: J-47, 29 September 1967; J-48, 22 November 1967; J-49, 1 March 1968; J-50, 10 May 1968. The major effect of this change will be to start manufacture of the 3 last forebody systems anywhere from one to three months later than was previously planned. The J-1 instruments will complete on schedule at [REDACTED] and will be shipped as previously agreed upon to VIDYA for storage to be called out as required by AP. [REDACTED] will continue building the SRV's less the forebodies on their previous schedule and hold them in storage at [REDACTED] until called for by AP. There will be at least five back up systems available at any one month during this period.
- c. The associate contractors were requested to do all possible to insure that equipments arriving at AP will be in the best condition possible in order to reduce the amount of retesting required at AP. The basic philosophy expressed was that it would be much better to have the components corrected at the factory than at AP by the respective contractors field service units. There was agreement among all of the Program Managers as to this philosophy.

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- d. AP has about 20 recovered buckets. It was determined that 2 of these fully equipped, less take ups and water seals, would be shipped to [REDACTED] for possible drop tests and flotation tests. One in a white condition to Sunnyvale for test purposes, and 2 to remain at AP in the event that they are called out for such exercises as [REDACTED], [REDACTED] or the Resident Office may call out. The remaining recovered buckets will be shipped to [REDACTED] for destruction.
- e. [REDACTED] has submitted its spare parts philosophy and list via AP for Resident Office approval. This letter with AP comments will be received by the Resident Office within a week. [REDACTED] spare parts list has been submitted to the Resident Office who will give a copy of this to AP for coordination. Madden indicated that he would be forwarding a letter within a week spelling out the philosophy of the spare parts for the instruments.
- f. The subject of whether the QR-2 should be qual'd to a 100% of flight levels was not discussed at this meeting. Further information is required prior to this discussion. It is intended that this will be reviewed at the next Program Managers' Meeting on 7 February.
- g. The PERT analysis of 1 January data indicated no change from the last analysis. In other words, the Program is still showing a negative 3.4 weeks slack when compared to the 24 July flight readiness date for the first J-3. The critical path still goes through AP activities, primarily the various electrical boxes (command, pyro, and TM). The major problem within these areas are the lack of availability of procured parts, particularly for the slope programmer, the exposure control device, the PMU, the qualification test panel consoles, the TUNA, and the DISIC water seal. [REDACTED] was requested to assist in obtaining two each of two types of [REDACTED] Timers. Their review with the [REDACTED] Company indicated that [REDACTED] is now working full time on Corona timers and that they hope to anticipate the present date of 28 January 1967 for delivery of two each of the timers.

3. Highlights of the reports of the associate contractors are:

- a. [REDACTED] now has 4 DFD's which he expects to ship to AP within the next week. He was informed that he would have to ship one stellar and one index shutter to replace those which were malfunctioning on DFD's 103 and 104 at AP.
- b. [REDACTED] indicated that he intended to operate out of the [REDACTED] facilities until June of 1967 at which time [REDACTED] lease expires.
- c. [REDACTED] should have the electric ballast cutters here on the 16th or 17th of January.

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- d. Baker will check into the schedule for return of dual ejection programmers to AP. There apparently has been some difficulty in checking out these ejection programmers.
 - e. Madden indicated that the systems 302/303 for CR-1 would probably not arrive here until 3 February. It was requested that [redacted] look into the "drop dead" dates by which equipments would be required from [redacted] and [redacted] for CR-1. It has been determined that these dates are 25 January for [redacted] 20 February for [redacted] and 27 February for [redacted]
 - f. [redacted] reported again that personnel, particularly technicians were not being cleared in a timely fashion. This will effect the AP test schedules detrimentally.
 - g. [redacted] reviewed the pad and vehicle status for the January through July launches. It was pointed out that we might have to do some fast shifting to move payload J-39, now on vehicle 1634, which would be in an R-9 status on 14 January to vehicle 1635 for the February launch. For payload purposes, J-39 will be back up for the 14 January Mission and if all goes well on this mission, it will be flown from PAIC on 1635 in February, then vehicle 1634 which is standing by with J-39 in January would move down to a March launch with J-35 as the payload. [redacted] also reiterated the weight problem in both the payload and the vehicle. He indicated that the requirement was placed on [redacted] to fly [redacted]. It should be no problem with handling [redacted] with the J-1/Thorad configuration but, unless additional boost were available, there would be a definite problem on flying [redacted] on a J-3/Thorad configuration. Col. Murphy is studying this problem.
4. Action items generated from the meeting are:
- a. The Resident Office will provide to AP the format that will be required for about 250 feet of film that [redacted] wants to check out their data block reader.
 - b. [redacted] will furnish the Resident Office and AP the new schedules for delivery of ejection programmers to AP.
 - c. There was some confusion as to whether there were two or four spare forebodies ordered from [redacted]. AP would check to see if there were sufficient forebodies for J-44 or whether two additional forebodies would have to be ordered.
 - d. [redacted] would determine when a stellar shutter for DFD 103 and an index shutter for DFD 104 would be shipped. He indicated after the meeting that these would be shipped either Friday, 13 Jan. or Monday, 16 Jan.

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- e. [REDACTED] to furnish [REDACTED] and [REDACTED] the drop dead dates for delivery of the first J-3 flight components. These were given as mentioned in subparagraph 3e above.
 - f. [REDACTED] and [REDACTED] to furnish AP by 27 January their power and weight budgets. AP to issue monthly any changes in these budgets.
 - g. Madden to look into the feasibility of installing a DC-DC converter to handle the present overbudget power for the Zenon flash unit.
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- h. The thermal situation relative to the "shiny" thrust cone was to be looked into by [REDACTED] and [REDACTED] and the correct data furnished. It came as a surprise that the thrust cone including the retro rocket and boxes in the cone section would be highly reflective.
 - i. [REDACTED] to furnish the harness for the J-1 AGE in order to handle the improved ejection programmers.
 - j. [REDACTED] to submit the philosophy on spare parts to the Resident Office within a week.
 - k. The Resident Office to set up a meeting with [REDACTED] in order that the first J-3 orbit could be defined. Prior to this meeting, however, power and weight profiles must be furnished to [REDACTED] Sunnyvale operations to calculate the current orbital parameters. This meeting is set up for 17 January.
 - l. The Resident Office to invite a representative from E.K. to attend the next Managers' Meeting to discuss availability of spools, new film developments, and the intended use of various film loading in the J-3 system.
5. My evaluation of the Corona Program is as follows:
- A. J-1 - We still have problems in obtaining DFD's, although this looks more promising now. We have still not rid ourselves of all the problems of furnishing good components to AP for testing and we still have to maintain close scrutiny over this problem.
 - B. We are now entering the critical phases of the J-3 qualification program. We find there are proposed slippages in the instruments arrivals at AP, mainly because Corona problems in the system have to be corrected. We have run into some problems with DISIC (a compatibility check of DISIC with the J-3 mock up has revealed that one plug was reversed from the approved interface drawing), the qualification programs for DISIC and the pan cameras has not been entirely completed. I would estimate these are about 92% complete. We still have procurement problems at AP and not a

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full crew of technicians for the test program (in addition to J-1 testing) at this phase of the game. We have not started the qual programs for QR-2, and at this point in time it appears that we have taken what gravity there is out of the schedule. This means, of course, that if anything major goes wrong in the qualification program, the final readiness for flight for CR-1 will slip. The 1 January PERT analysis shows a negative slack of 3.4 weeks - this assumes all activities will be completed on the time estimated. A major design or fabrication problem would cause a slip in the 24 July date for flight readiness of CR-1.

- * 7. The next Program Managers' Meeting will be held on 7 February at AP.
8. Copies of the [REDACTED] J-1 and J-3 reports, the [REDACTED] report, and the AP report are attached for your information.

