

24 May 1967

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: [REDACTED]

FROM: [REDACTED]

SUBJECT: PROGRAM MANAGERS' MEETING ON 17 MAY 1967

1. The CORONA Payload Program Managers' Meeting convened at 0900 on 17 May 1967. In attendance were Messrs. [REDACTED] Madden and [REDACTED] from [REDACTED] from [REDACTED] Contractor, [REDACTED] from [REDACTED] and [REDACTED] and [REDACTED] from the Resident Office.
2. [REDACTED] and each of the Associate Contractor's Program Managers gave a report on the status of their programs. The major items that were discussed during this meeting were as follows:
 - A. The results of the compatibility test of QR-2 and AGENA. It was pointed out by [REDACTED] that the only problem of consequence that resulted from these compatibility tests were the distorted wave forms for both the voltage and the current profiles on the 400 cycle power from the inverter. The payload functioned satisfactorily during the entire test which was completed only after both buckets were filled. AP has conducted several tests using the same test set up as was used for the compatibility test. The results of these tests were that the profiles were in fact distorted when operating the J3 System, however, when the J-1 System was operated there was no distortion. It was decided that there should be a dual attack on this problem. The line of attack that is now being used for the payload is to (1) send an inverter back to Boston to conduct tests at Boston, (2) make minor modifications to reduce a possible 400 cycle overload and to reduce the distortion, and (3) investigate the possible use of another type inverter for the payload itself, (4) determine whether the start up currents power requirements could not be reduced by changing the ramp up of the instruments.

From the Agena standpoint, [REDACTED] was requested to conduct a test of the inverter using a load simulating the J-3 payload. This test

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would be run for 14 days to determine if the inverter in fact could hold up under these conditions. Secondly, to investigate the possibility of using a redundant inverter to handle the payload functions only.

[REDACTED] will send a message early next week outlining the plan by which they will be testing the systems. [REDACTED] from the ROTS Staff and [REDACTED] from the [REDACTED] Contractor will assist [REDACTED] as required.

- B. The subject of redundant wires for the battery heaters was discussed. It was determined that if in fact the battery heaters could operate at a temperature down as low as 10° F., which is a worse case condition, there would be no need to modify the design to provide dual wires for the redundant battery heaters. [REDACTED] was authorized to expend three batteries on this low temperature test.
- C. AP was to notify the Resident Office six months in advance of the requirements for additional forebodies. The Resident Office would then authorize [REDACTED] to commence manufacture of an additional set of forebodies. At this time it looks likely that the period September and October would be the time to order these forebodies.
- D. General agreement was reached between the Resident Office, [REDACTED] and [REDACTED] Contractor relative to the number of accelerometers that would be used on the SRV's of QR-2 for the Qual test program.
- E. Relative to the apparent film slippages, [REDACTED] has redesigned the foot pads for the SLP heads. They will be sent to AP for CR-1 on the 1st of June. These pads will primarily protect the SLP heads from damage during film locking operations with regard to the possible smearing of the data on the film which was thought to have been caused by a .015 inch play of the SLP heads. [REDACTED] indicated that they did not witness such a phenomena in their testing. AP was requested to check this again upon receipt of the foot pads for CR-1. This remains an open item which will be resolved only when and if additional smearing of the data blocks occurs at AP.

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- F. Both AP and [redacted] indicated that the problem of cleaning the J-3 rails while in the barrel had been solved. The solution was to turn the instrument barrels upside down and clean the instruments. This allows any dirt accumulated on the rails to fall out and away from the instruments.
- G. It has been determined that the CR-3 schedule from [redacted] would probably slip until the 17th of June which means that the systems would be shipped to Washington from [redacted] about on the 19th. AP indicated that with the receipt this late that the Hivos chamber would be on an end to end basis for chamber test of J48 and CR-3. Any further slippage of CR-3 would impact on the Hivos availability. [redacted] was requested to have their SRV Number 807 available for buyoff as soon as possible and that SRV 808 should be ready for buyoff by the 5th or 6th of June. This would allow the SRV crews at AP to better coordinate their schedule and minimize overtime.
- H. The group discussed the new proposed PG calibration. In view of the fact that it is a much simpler, more direct and less costly procedure than the present one, it was decided to send this new procedure to the using community for their comments. Letters have been so promulgated.
- I. [redacted] handed out an integrated line of balance to each of the Associate Contractors and requested reports from them by TWX on the first of each month. They should be sent from the Contractors by TWX no later than the second working day after the first of a month. Where "short falls" are indicated on the line of balance comments were requested from the Associate Contractors relative to the impact of the short falls, what is being done to correct the situation and the estimated date of completion.
- J. It was determined that there possible would be a problem relative to spare parts for the J-1 instruments, particularly roller assemblies. It is not known now just how much spare part support will be left once [redacted] facilities close up. [redacted] indicated that he will let the Resident Office know as soon as possible of requirements for additional spare parts. [redacted] indicated that he had to retest four of the J40 series payloads because of Corona problems. A relatively effective solution has been to change rollers when Corona appears.

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- K. The status of the component qualifications is as follows:
1. All camera components have been qualified with the exception of a photo check which is now being conducted.
 2. All AP units have been qualified with the exception of the slope programmer, PMU and the switch programmer.
 3. The ETV has completed its qualification test and the IFD's have completed their humidity checks. These appear to be successful, however, this will not be a certainty until all of the data from these tests have been reduced and analyzed.
3. The next program Manager's meeting was scheduled for the 20th of June 1967.

[REDACTED]

[REDACTED]

[REDACTED]