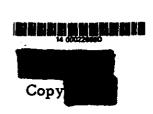
## TOP SEGRET



25 February 1959

MEMORANDUM FOR THE RECORD

SUBJECT: CORONA Trip Report - 19 February 1959

- 1. Master Schedule: The first CORONA launching is now scheduled for 20 May 1959. Leading up to that will be an engineering launch on 25 February 1959 and a bio-med launching in March and April. The malfunction on the first engineering test on 21 January has been considered as one of the two engineering tests. Even though an actual launching was not made, there was sufficient information gained to have made this of considerable benefit. Lockheed has developed a crash program which may be instituted in an attempt to recover some of the lost time. However, no definite schedule other than two per month beyond May has been projected.

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In Accordance with E. O. 12958

on NOV 2 6 1997

- 3. Target Weather Considerations: Both Lockheed and BMD representatives were quite concerned regarding the possibility of Headquarters delaying the first CORONA firing on 20 May dut to target weather considerations. Although I agreed that at least on the first launching we would probably not be overly particular about specific areas, I emphasized that as a matter of principle, target weather must remain the primary controlling factor for timing of launch.
- 4. Launch Weather Criteria at Vandenburg is still CAVU. However, Major Bumm feels that after a launch or two range safety will undoubtedly relax this rather harsh requirement, and, in time, it will probably be reduced to as low as 2,000 foot ceiling and three miles visibility.
- from the January meeting as being plus or minus 3° was checked out very thoroughly with Walt Levenson and Neither could explain where this 3° information originated. Both assured me that the error is plus or minus 1° of latitude as originally expected. Sis confirming this in writing. Sis also computing the linear coverage loss which would occur if an extreme perogee was experienced as he felt the 40% differential factor quoted in last month's report was high.
- 6. Equipment Chamber Temperature: Lockheed now feels that they can maintain equipment bay temperatures within designed specifications. However, ITEK is continuing to run a thermal testing of film transport temperatures as low as 40°.
- 7. Camera Qualification Testing The only serious difficulty reported at this meeting was with the main camera structure. In vibration and shake tests the camera failed to qualify in the lower frequencies. This will probably require an additional support member to the center of the main plate.

Lt. Col., USAF
Deputy Director Operations

