[redacted] [redacted]

26 April 1965

[redacted]

To: [redacted]

From: [redacted]

file J-20

Subject: J-20 CORROSION

STATUS

1. ACTIONS

Sand surface to remove corrosion.
Approx. 10% of payload surface was corroded.

Apply Dow 19 over sanded areas.

Hold payload at R-9 to evaluate corrosion arrest.

At "go-ahead", correct thermal pattern with tape.

2. STRUCTURAL ANALYSIS

Certified (30 days) for flight.
Based on structural measurements.
(Down .002 to .015 inch).

Will be reviewed in 30 days to verify corrosion arrest and recertified.

3. THERMAL ANALYSIS

Thermal pattern will be corrected with tape.

4. IF SYSTEM HAD LAUNCHED WITH CORRODED SURFACES:

Thermal: 20°F to 40° Low.
Structural: No problem.
Dust in System: Possible degradation of photography.

BACKGROUND

1. GROUND RULES (PAD) ESTABLISED AT FIRST R-1 MEETING:

Use PALC 1 Pad.
Use 75 Pad only with specially designed weather blanket and new air conditioners.

2. PROPOSED TO SSD:

LMSC proposed new weather blanket, new air-conditioner, and AGE Mods (at cost of approx. [redacted] to meet minimum requirements for use of 75 Pads - Rejected on predication that R-1 was "exercise" only.

[redacted]

To: [redacted]

BACKGROUND (continued)

3. J-20 STANDBY DECISION

SSD directed J-20 to R-1 on 75 Pad.

A/P Payload Integration notified Program [redacted] Chief Systems Engineer of the violation of ground rules and possible consequences.

SSD was notified by the CSE but there was no direction to change pads or provide needed additional P/L protection.

[redacted]
Manager
Payload Integration

[redacted]

Approved by: [redacted] Manager
Advanced Projects

[redacted]