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FLIGHT PAYLOAD SYSTEM



ENGINEERING AUDIT

file

J-23

1610
FTV-1617 / Run 1023

INSTRUMENTS 170 and 171

SRV 621(A) and 649(B)

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PRESHIP READINESS REVIEW AGENDA

I ENGINEERING READINESS

1.1 Configuration

1.1.1 Definition

1.1.2 Differences

1.2 Vehicle, Instrument and SRV Serial Numbers

1.3 FEDR's

1.4 STI List

II PAYLOAD QUALITY STATUS

2.1 Test History

2.2 Q.C. Inventory Letter

2.3 Resolution Tables

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J23 CONFIGURATION

BASIC CONFIGURATION

T22-500-555 INSTALLATION SUMMARY DRAWING
T22-3054 ELECTRICAL BLOCK DIAGRAM
T22-800-545 PAYLOAD INSTALLATION

NUMBER •

TITLE

ADA-038 ** EIGHT AMPERE-HOUR BATTERY IN SRV 'A'

- THESE ARE MAJOR CHANGES WHICH MAKE J23 DIFFERENT FROM J21.
- ** THIS IS A.G.E. RETROFIT DOCUMENT.

MAJOR DIFFERENCES IN CONFIGURATION BETWEEN J23 AND J21 ARE AS FOLLOWS.

NONE

MAJOR EQUIPMENT LIST - PAYLOAD J-23

1617

I ASSOCIATE CONTRACTOR EQUIPMENT

<u>ITEM</u>	<u>PART NUMBER</u>	<u>SERIAL NUMBER</u>	<u>NOMENCLATURE</u>
1	42600	170	Master Instrument
2	42650	171	Slave Instrument
3	5400	D/17/19/82	"A" Double Frame Camera
4	5400	D/66/75/72	"B" Double Frame Camera
5	T22-731	621	"A" Re-entry Vehicle
6	T22-732	649	"B" Re-entry Vehicle
7	56545	31-21	Supply Cassette

II A/P MANUFACTURED EQUIPMENT

8	T22-3028-501	123	Temp Sensor J-Box
9	T22-3013-501	123	Aft Pyro J-Box
10	T22-3016-501	123	Command Box
11	T22-3018-501	123	Fwd Power J-Box
12	T22-3020-501	123	J-Box
13	T22-3022-505	123	Transfer Box
14	T22-3024-501	123	FWD Pyro J-Box
15	T22-3026-505	123	Fairing J-Box
16	T22-738-503	1006	Pressure Make-up Unit
17	T44-661-	A B	Water Seal

III SJB-CONTRACTOR EQUIPMENT

18	1089-B1	522	DRCG (Clock)
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FEDR/CARD SUMMARY
 PAYLOAD J 23 VEHICLE
 FEDRs AGAINST MAJOR PAYLOAD EQUIPMENT

Sheet 1

MAJOR EQUIP. & S/N	PART OR ASSEMBLY	S/N	FEDR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
Access door assy. Inst.	T22-643-50T	803- J26	1918	5-10-5 Sys. Test	Corrosion on inner side of door in black paint area.	5/11/5:- Clean corroded area with MEK & Freon. Repaint at VAFB.	CA

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FEDR/CARD SUMMARY
 PAYLOAD J 23 VEHICLE
 FEDRS AGAINST MAJOR PAYLOAD EQUIPMENT
 (DISCREPANT PART REMOVED FROM SYSTEM)

MAJOR EQUIP. & S/N	PART OR ASSEMBLY (REMOVED)	S/N	FEDR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
22-732 /N 049	W4 Cable 731D357- G2	F9	1863	1/6/5 DRC	SRV build up. Torn insulation on wires coming from plug potting. (W4J1). Resulting in three bare wires exposed.	1/11/5:- Reflects a sharp bend in this area & also handling at an excessive repetition. Replace from spares. Return S/N F9 to GE & request a replacement.	
26E555- G5 SE 621	Seal Assy. vent 6790178G1	7	2027	3/9/5 DRC	Cover build up. Unable to tighten assy. to threaded nut, because threads are stripped.	4/28/5:- Cross threaded, then tightened too tight. Scrap this part & return to GE for salvage of remaining pieces.	
98R360 /N 5	Ejector Pigmmr. 731D365- G9	577- 8027	2023	2/19/55 DRC	Out of Spec. Is 9.15 sec. retro to despin. S/R 10.2 to 11.29 seconds.	3/4/5:- Return subject units to GE for retest & recertification. SI requests an analysis report as to GE's findings in regards to the described failure.	PENDING REPORT
ecovery bl Comp 22-803	Boot T22-286	J23	3255	4/7/5 Sys. Test	Approx. 1" tear in neck of boot and patched area on top side is coming unboxed	4/7/5:- 1) Replace boot. 2) Scrap discarded boot.	

FORM 1

FEDR/CARD SUMMARY
 PAYLOAD J 23 VEHICLE
 FEDRE AGAINST MAJOR PAYLOAD EQUIPMENT

(DISCREPANT PART REMOVED FROM SYSTEM)

MAJOR QIP. S/N	PART OR ASSEMBLY (REMOVED)	S/N	FEDR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
Strum't 650 N 171	Starwheel Unit 60477	SCS6 Rev. B New SCS- 26	1845	4/22/5 Sys. Test	Sys. stoppage occurred. visual observation revealed out of phase condition, payload wrapped around output metering roller & possible sticking or binding of output H.O. platen assembly.	4/27/5:- Timing out of sequence due to damaged Geneva. 1)Replace starwheel unit & coupling. 2)Check timing & remark rail. 3)Verify metering length of payload from block material. 4)Return damaged starwheel to Boston for disposition.	Rev. "A" CARD Advised Q. C. not to place stamp on sliding rack in area which will effect sliding of rack. guide, bushing causing rack to bind. Part was scrap

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**FEDR/CARD SUPPORT
PAYLOAD J 23 VEHICLE
FEDRS AGAINST MAJOR PAYLOAD EQUIPMENT
(WORKMANSHIP DEFECTS)**

Sheet 1

MAJOR EQUIP. & S/N	PART OR ASSEMBLY	S/N	FEDR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
	Fwd. Bbl. 135-3803 (Rec. Bbl.)	803- J26	2628	10/1/4 Mfg.	1) Rec. inspection. Outer skin has some type of particles under Dow finish. 2) Porous welds, Fwd & Aft welds. Heavy buildup of Dow between Fwd. & Aft welds.	10/5/4 1) Return to SV, strip Dow finish & refinish. 2) If weld has been Xrayed, use as is otherwise perform Xrays.	
	Aft. Bbl. 135-3044	MT 36	2629	10/1/4 Mfg.	Rec. Inspection. At approx. 300° looking fwd. the aft. ring & skin weld cracked.	10/7/4:- Return bbl. to SV for Xray and evaluation of discrepant area.	
	Conic 136-6532 Aft. Bbl. 135-3044	MT 42B MT	2689	12/2/4 Mfg.	Mating Inspection. Mismatch at left of +Z at conic fitting. Deepest mismatch of .030.	12/3/4:- Rework per dwg. SR104 released on EJ RT 5111	
	Conic 136-6532	MT .36	2690	12/3/4 Mfg.	1) Process inspection. Mating step bolt holes at 180° & 210° will not mate mating bolt. 2) All mating holes fwd. ring slightly scored.	12/3/4 1) Rework smaller dia. holes on hi side until bolt fits. 2) Bur nish scored surfaces by hand using paper or scraper.	
Fwd. Bbl T22-610 /M 467- J28	Transition Bracket T22-622	N/A	2693	12/5/4 Mfg.	Station Inspection: The 499 dia. hole in transition bracket is on the +Y side of the location. S/B on +Y side.	12/7/4:- 1) Rework existing .499 hole as per sketch on CARD 2693. 2) Drill .499 hole per print. (E.O. T22-614B2)	

CRAND

FEDR/CARD SUMMARY
PAYLOAD J 23 VEHICLE
FEDR AGAINST MAJOR PAYLOAD EQUIPMENT
(WORKMANSHIP DEFECTS)

MAJOR EQUIP. & S/N	PART OR ASSEMBLY	S/N	FEDR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
Fwd. Bbl. T22-610 S/N 467- J28	Transition Bracket T22-622	N/A	2695	12/10/4 Mfg.	Process Inspection. 1) Area of fiber glass separation as per sketch on CARD 2695.	12/11/4:- Using a solution of 8 grams DTA Catalyst & 100 grams Epen 820, hypodermically cover the outer edge of entire brkt. Drying time 20 min. Install 1/8" rivets 2" or more	
PMU Instl. T22-738	Pressure Makeup T22-737A	1011	2717	2/3/5 Mfg.	Mating of unit to hold fixture of shake test. The 198 holes will not fit holes in holding fixture	2/5/5:- 1) Elongate fwd. holes to fit shake fixture holes. 2) Enlarge bal. of holes to max. B/P tolerance. Mfg. shall adhere to controlled tooling be used on all future units.	
Vehicle Assy. 98R358- 63 19B 649	Forebody 198R301	199	2724	3/9/5 Mfg.	1) Clearance between cap and guide slides on forebody is less than B/P tolerance is: .020, S/B: .010 to .005 2) 10 & 11 rivets on guided. S/B: 7 rivets	3/12/5:- 1) The capsule was inserted in the forebody & fitted OK. (Using .030 shim temporarily on guides) This condition is acceptable. 2) The existing rivet pattern is the result of previous rework. This condition is acceptable.	
cc. Bbl assy. Comp T22-647- /N 803- J26	PMU Mt. Instl. T22-677	PMU 1005	1843	3/15/5 Sys. Test	Installation of previous screw holes in rec. bbl from previous PMU do not align with mt. holes in PMU.assy	3/17/5:- Elongate holes in 4 corners in mt. brkt. .003 in aft corner & .010 in fwd corners. Add a washer under ea. head (2) in the fwd. corners.	3/25/5:- 1843 supplement Change dim. Is: .030. Was: .003; Is: .100. Was: .010. change screw heads to 'max'

REWORK
REWORK

FEEDBACK REPORT

PAYLOAD J 23

FEEDBACK AGAINST MAJOR PAYLOADS AND EFFORT

(WORKMANSHIP SUBJECTS)

PROJECT	DATE	ISSUE	REMARKS	STATUS
100-100	10/1	100-100	100-100	100-100
100-200	10/2	100-200	100-200	100-200
100-300	10/3	100-300	100-300	100-300
100-400	10/4	100-400	100-400	100-400
100-500	10/5	100-500	100-500	100-500
100-600	10/6	100-600	100-600	100-600
100-700	10/7	100-700	100-700	100-700
100-800	10/8	100-800	100-800	100-800
100-900	10/9	100-900	100-900	100-900
100-000	10/0	100-000	100-000	100-000

REPAIR OR REPLACEMENT
DATA & CORRECTIVE ACTION

10/7/50. All data...
to be cleared...
In the future...
technical staff...
the TASC member.

REPAIR OR REPLACEMENT
DATA & CORRECTIVE ACTION

10/7/50. All data...
to be cleared...
In the future...
technical staff...
the TASC member.

REPAIR OR REPLACEMENT
DATA & CORRECTIVE ACTION

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In the future...
technical staff...
the TASC member.

REPAIR OR REPLACEMENT
DATA & CORRECTIVE ACTION

10/7/50. All data...
to be cleared...
In the future...
technical staff...
the TASC member.

FEED/CARD SUMMARY
PAYLOAD 121 VEHICLE
TFRs AGAINST MAJOR PAYLOAD EQUIPMENT

ASSOCIATE CONTRACTOR

Sheet 1

MAJOR EQUIP. & S/N	PART OR ASSEMBLY	S/N	TFR	DATE AREA FOUND	DESCRIPTION OF DISCREPANCY	REPAIR OR REPLACEMENT DATA & CORRECTIVE ACTION	SUPPLEMENTAL ANALYSIS AND CORRECTIVE ACTION
Instr. 2600 /N 170	Temp. Sensor TS-103 TE3-AC1-2000	N/A	246	1/14/5 Boston	Pre-vibration data indicates Temp Sensor to be open.	Defective Temp Sensor. Replace with new item from stores.	
Instr. 2600 /N 170	Len Cell Drum & Shutter Ass'y. 42680	N/A	247	1/20/5 Boston	Fogging Check. Light leak from seam of stove pipe.	Eng. notified & corrected by applying Cepox-402 to inside bend radius area of drum conic as per B/P 42627. After cure applied black epoxy paint to prevent glare.	
Instr. 2600 /N 171	Head & Outrigger Ass'y. 56600	N/A	248	1/20/5 Boston	Fogging Check. A 1/4" length of scan head upper guide is unfastened.	Without removing the full guide the unsecured 1/4" length was re-Cepoxed behind the guide strip & a Cepox bead run along the top edge.	

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J-23 S.F.I. LIST

NUMBER

TITLE

J-2301

REPLACEMENT OF FOREBODIES (J-23)

J-2302

INCORPORATION OF 8 A.H. BATTERY ON J-23A

Typed on 4 May, 1965

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[REDACTED]
[REDACTED]

J - 2 3 TEST HISTORY

2 JUNE, 1965

PRE-ENVIRONMENTAL

1. Instruments 170 and 171 were received at A/P on 1/28/65.
2. Completed Acceptance Testing and Calibration of Instruments (Phase II) on 2/25/65 and no problems were encountered.
3. Completed Sub-System Compatibility Testing (Phase VI) on 3/19/65. The following problems were encountered:
 - a) Unregulated Return shorted to vehicle skin by a solder splash on relay K-12 in the Transfer Box (terminal to case). Removed solder splash.
 - b) Intermittent open across pyro plug P11 and P13 (pin pullers) on SRV-"A" Separate Command line. Relay K-12 in the Aft Pyro Box furnishes power to pyros correctly but was intermittent open in the safety position. Defective relay replaced.
4. Completed System Assembly and Functional Testing (Phase VII) on 3/30/65 and detected the following problems:
 - a) "B" DFC did not slew during 2nd recovery. An E.O. to add a ground wire from W1J1-g to W1J1-N was not incorporated in SRV-"B". This E.O. was incorporated and operation now normal.
 - b) Fairing and SRV-"A" could not be mated, mechanical interference at pin pullers. Tear-drop opening filed to permit mating.

ENVIRONMENTAL TESTING

1. Completed Vibration and TASC Chamber Tests (Phase VIII) on 4/9/65 and encountered the following problems:
 - a) RTC 8 stepper switch not stepping at 24 volts due to improper spring tension. Tension readjusted and proper stepping action at 20 volt level verified.

- b) Corrosion from foreign fluid on fairing, barrels, and conic.
Cleaned surfaces with MEK and Freon.
- c) Frequency lamp on Slave instrument did not operate due to broken wire. Wire repaired and circuit checked out normal..

POST-ENVIRONMENTAL TESTING

- 1. Completed Photo-Optical tests (Phase IX) on 4/20/65. NO Problems.
- 2. Completed non-scheduled test (Phase X) on 4/28/65. Checkout of Payload Metering on 7 second shutdown, and the following problem was encountered:
Output H.O. clamp stuck in actuated position causing Star Wheel assembly damage (sheared pin), in Instrument #171. Starwheel assembly replaced.
- 3. Completed Pre-Ship Functional Test #1 on 5/10/65. NO Problems.
- 4. System ready to ship on 5/13/65.

TO: DISTRIBUTION

FROM: [REDACTED]

DATE: 31 MARCH, 1965

SUBJECT: J-23 PRE-CHAMBER CRITIQUE

The subject Critique was held on 29 March, 1965 to review the status of the Payload System and establish chamber requirements. Following are the major items discussed:

- (1) There is no outstanding E.O. or Squawk that would affect the Chamber Test.
- (2) The E.O. for the I.R. T/M to time share the clock resonant channel at A & F cannot be incorporated in time for the Chamber Test. Waiver is granted herewith for Chamber Testing without incorporation of this E.O.
- (3) The Instrument Light Leak Sensor T/M are improperly patched. Corrective action is NOT necessary before the Chamber Test.
- (4) Temp sensor No. 13 on the Master Instrument registered 15° LOW throughout all testing phases. No corrective action is required before the Chamber Test.
- (5) All system T/M's are working properly.
- (6) The Cycle Rate is allowable within 1% of nominal.
- (7) Monitors for the DFD Programmer shall be installed for the Chamber Test.

(CONTINUED ON PAGE 2)

DISTRIBUTION:
[REDACTED]
[REDACTED]

J-23 PRE-CHAMBER CRITIQUE (Continued)

(8) The active Chamber Test duration shall be six (6) days, three (3) days per SRV. The THERMAL and ORBITAL Programs shall be conducted as follows:

I (THERMAL PROGRAM

- (i) 70° soak from pump-down to start of Orbit #1.
- (ii) = -0° input from Orbit #1 through Cut and Wrap.
(SRV "A" Operation)
- (iii) 70° soak between "A" and "B" mission.
- (iv) = -53° from Orbit #1 through SRV "B" dump.
(SRV "B" Operation)

II ORBITAL PROGRAM

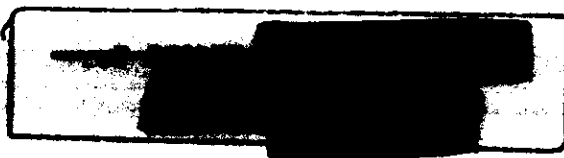
A "ONE DAY CHAMBER PROGRAM" shall be used for SRV "A". The same program shall be repeated for SRV "B". All dynamic systems operations shall be scheduled for the daytime. The tentative schedule from pump-down to dive is:

DAY 0	Pump down with power down
DAY 1	Power up. Run Orbits #1 to #5.
DAY 2	Run Orbits #6 through #10.
DAY 3	Run Orbits #11 through Cut and Wrap. (SRV "A" Operation) Power down for 70° soak.
DAY 4	Run Orbits #1 through #5.
DAY 5	Run Orbits #6 through #10.
DAY 6	Run Orbits #11 through SRV "B" dump.

(9) The "Chamber Test Requirements List" shall be complied with in full; all deviations require prior approval from Payload Integration, Dept. 60/61.





TO: DISTRIBUTION

27 May, 1965

FROM: [REDACTED]

SUBJECT: J-23 POST CHAMBER CRITIQUE

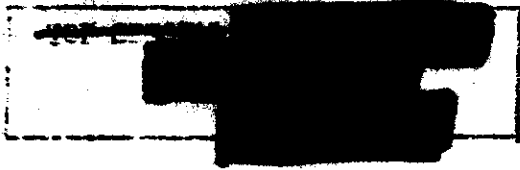
Subject critique was held on 12 May 1965 to review chamber performance and establish shipping requirements. The following are major items discussed:

- 1. Corona characteristics from all optical devices are within acceptable ranges. System is accepted for flight.
- 2. System performance (including telemetry, clock accuracy and cycle rate predictability) during the chamber test is considered acceptable. No adjustment is required on any component.
- 3. There are a few occasions during the "B" mode testing when E/I indicated possible payload movement after 7-second drop-out, at the end of an operation. Subsequent testing did not reproduce similar effects and no physical payload movement was observed after 7-second drop-out. NO ADDITIONAL TEST IS REQUIRED. (Frequently when E/I computer is riding on the metal edge false indications occur as this do occur.)
- 4. Temperature sensor #13 on Instrument 170 still registered low and was maintained constant error throughout the test. This temp-sensor is accepted for flight and flight operation shall note and make compensation for off-set.

INFORMATION: FLIGHT OPERATION

- 5. Optical test results are accepted.
- 6. Test log to open E/I's on sparks with the exception of those normally indicated on the base.
- 7. SRT-A tracking shall be observed during Pad Run and the payload E/I tracking characteristics shall be checked during demating to confirm the integrity of cassette operation is preserved after the incorporation of battery modification.

INFORMATION: F. A. VAFB REP.



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18 May 1965

To: [REDACTED]

From: [REDACTED]

Subject: Q. C. INVENTORY OF INSTRUMENTS 170, 171 USE 621 (J-23A)
USE 649 (J-23B)

J-23 SYSTEM

1. INSTRUMENTS

A. Items Short

8 ea LS8763-4-12L Screw
8 ea LS8704T-4-3L Screw

B. Items shipped separately to VAFB to be installed for flight.

2 ea. - A slit)
2 ea. - B Slit) (Two will be selected prior to R-2 day for flight)
2 ea. - C Slit)
6 ea. - Fairing bathtub door
4 ea. - Thermal relay module (T22-395)
4 ea. - P29 & P30 Retractor Springs.
3 ea. - 1616140-1 Spring
3 ea. - T22-202-501 Guide Assy.
30 ea. - T22-2088-1 Bolt
30 ea. - LS-8885-C5 Washer
8 ea. - Agena Mating Bolts, Nuts & Washers.

C. Installation of pyro's to be performed at VAFB concerning the fairing, recovery barrel, barrel #1, and barrel #2. Refer to Drawing T22-638 for installation.

D. Open squawks in Q. C. system log to be worked at VAFB.

SECTION - PAYLOAD ASSY. COMPLETE

a. Drawing status summary sheet (Open E. O. 's)

T22-600 C3 E. O.

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b. Squawk Section

Squawk # 17 - STI 2302 - tracking check not performed

SECTION - TEST PROCEDURE

J110221 Para. 4.12. installation of supply cassette. (Short Flight Screws).

SECTION - FEDR SUMMARY (A/P)

FEDR 1918 Open. Action of CARD to be accomplished at VAFB.

SECTION - FEDR SUMMARY (ASSOC. CONTRACTOR)

No open FEDR's

SECTION - BOSTON E.O. SUMMARY (Open E.O.'s)

FEWO #0022 - Removal of shuttle fail safe switches at VAFB.

SECTION INSTRUMENT #1 S/N 170

No open squawks

[REDACTED]

SECTION - INSTRUMENT #2 S/N 171

No open squawks

SECTION - FAIRING SECTION

A. Drawing status summary sheet (Open E. O. 's)

E. O. T22-649-B-3

B. Open squawks

Squawk # 39 - Pusher Springs (161614-1) (3 ea.) and
T22-202-501 Guide Assys. (3 ea.) not
installed. Ref: T22-608 Dwg.

Squawk # 30 - Expedited T22-395 module installed in
temp. sensor J-Box connector J-127.

Squawk # 40 - Fairing bathtub doors (6 ea.) not installed.

SECTION - RECOVERY BARREL

A. Drawing status summary (Open E. O. 's)

E. O. T22-656-A3

B. Open squawks

Squawk # 31 - Test T22-395 modules installed in Fwd.
Pyro Box. J128 & J116.

Squawk # 41 - P29 & P30 cable retractor springs (T22-3004)
not attached to applicable (T22-401) brackets.
Taped to cable. Ref.: T22-510 Dwg.

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Squawk # 42 - Corrosion around inner edges of access door
T22-643-507. Ref.: FEDR/CARD 1918.

Squawk # 43 - Flight mating bolts not installed.

SECTION - BARREL #1

A. Drawing status summary (Open E. O. 's)

No open E. O. 's

B. Open squawks

Squawk # 38 - Flight mating bolts not installed.

SECTION - BARREL #2

A. Drawing status summary sheet (Open E. O. 's)

No open E. O. 's

B. Open squawks

Squawk # 29 - Flight mating bolts not installed.

SECTION - CONIC

A. Drawing status summary sheet (Open E. O. 's)

T22-646 D4

T22-639 E3

B. Open squawks

Squawk # 23 - Flight mating bolts not installed.

Squawk # 15 - Expedited thermal relay modules (T22-395-501)
installed in Aft Pyro Box connector J-93 for test
only. Ref.: Removal item #3 to be replaced
with live module prior to flight.



Squawk # 20 - Test cable installed in PJ-1A

C. Open Removals

Item 10 - Gold Dollar

Item 11 - Supply Cassette.

SECTION - SUPPLY CASSETTE SC-31

A. Drawing status summary sheet

No open E. O. 's

B. Open squawks

None

2. JUNCTION BOXES

A. T22-3013-501 PYRO J-BOX (AFT) S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

Squawk # 14 - TPCN 600 Para. 4.4.59 is: 14.29V - S/B: 14.0V

E. T22-3016-501 COMMAND BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

C. T22-3018-501 I/M & POWER J-BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

D. T22-3020-501 JUNCTION BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

E. T22-3022-505 TRANSFER BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

F. T22-3024-501 PYRO J-BOX (FWD) S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

G. T22-3026-505 FAIRING J-BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

H. T22-3028-501 TEMP. SENSOR J-BOX S/N 123

a. Drawing status summary sheet

No open E. O. 's

b. Open squawks

None

3. CLOCK, AUX. FILM CUTTER, ETC.

A. CLOCK S/N 522

a. Open squawks

None

B. AUXILIARY FILM CUTTER - FWD S/N 1011

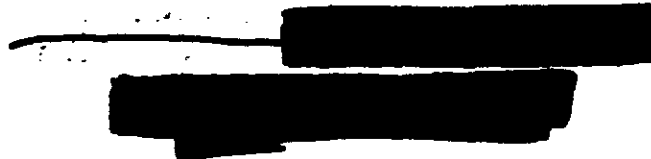
No open squawks

C. AUXILIARY FILM CUTTER - AFT S/N 1011

No open squawks

D. PRESSURE MAKE-UP SYSTEM S/N 1001

No open squawks



4. USE 621 (J-23A) RECOVERY VEHICLE (T22-731-553)

a. Items Short

None

b. Items to be shipped separately to VAFB to be installed for flight

- 1 ea. - 111C5678G1 W2B Cable S/N F4
- 1 ea. - 111C5678G2 W2C Cable S/N E9
- 4 ea. - 825C838P1 Pusher spring
- 4 ea. - 102E7803P1 Thread sleeve cover
- 2 ea. - 102E7881G1 Cover Assy/Breakwire
- 2 ea. - 887C548G1 Actuator Assy.
- 1 ea. - 937C325G1 Standoff Assy.
- 1 ea. - Space radiation packet
- 1 ea. - Control packet.
- 1 ea. - Lead envelope

c. Open items squawked in USE 621 (J-23A) log book to be worked off at VAFB.

Open squawks

None

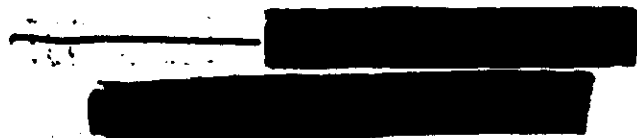
5. USE 649 (J-23B) RECOVERY VEHICLE (T22-732-543)

a. Items short

None

b. Items to be shipped separately to VAFB to be installed for flight

- 1 ea. - 111C5678G1 W2B Cable S/N E6
- 1 ea. - 111C5678G2 W2C Cable S/N E6
- 4 ea. - 825C838P1 Pusher spring
- 4 ea. - 102E7303P1 Thread sleeve cover



- 2 ea - 102B7881G1 Cover Assy/Breakwire
- 2 ea.- 887C548G1 Actuator Assy.
- 1 ea.- 937C325G1 Standoff Assy.
- 1 ea. - Space Radiation Packet
- 1 ea. - Control Packet

c. Open items squawked in USE 649 (J-23B) log book to be worked off at VAFB.

d. Open squawks

Squawk # 13 - A 2.4K resistor has been installed on battery plug brkt. in capsule. This resistor is connected to simulate the cassette temp. sensor that was disconnected as per [REDACTED]. This installation was requested by VAFB and is to be removed prior to flight.

Quality Assurance

[REDACTED]

[REDACTED]

[REDACTED]

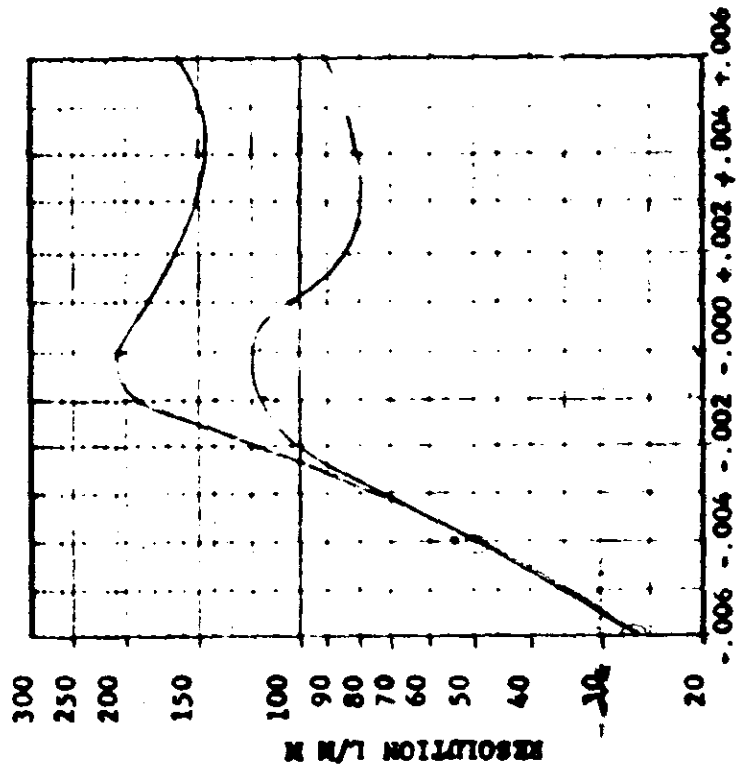
DATE April 22, 1965

READER

TEST LOCATION Alp J-23

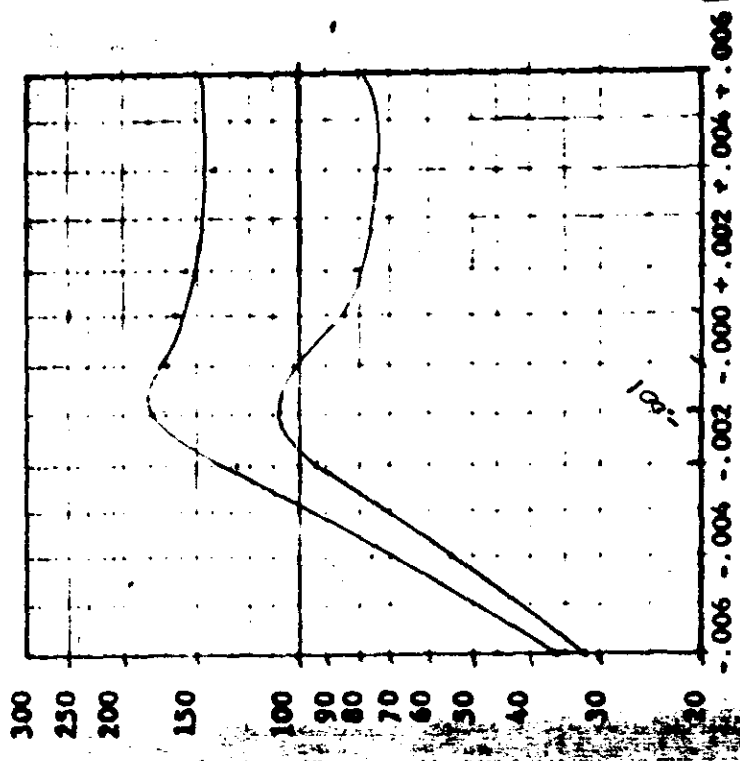
INSTRUMENT No. 170

INSTRUMENT No. 171



MAX HI CON 206 L/mm

MAX LO CON 116 L/mm



MAX HI CON 179 L/mm

MAX LO CON 108 L/mm

~~TOP SECRET~~

INST.# 170 MASTER J-23

DATE APRIL 22 1965

READER

OP. LOW CONTRAST

TOP SECRET

EXP. #	-.006		-.004		-.002		-.001		0000		+.001		+.002		+.004		+.006	
	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN	DMC	SCAN
	22	28	45	51	101	101	114	114	114	114	101	101	80	80	80	80	90	90
	22	25	51	57	101	101	114	114	114	114	101	101	80	80	80	80	80	80
	22	28	51	51	101	90	114	114	114	128	101	90	80	80	80	80	90	90
	22	32	57	57	101	101	101	114	114	114	101	101	80	80	80	72	90	90
	22	28	57	57	114	101	101	101	114	114	101	101	90	90	80	90	101	90
	22	32	51	57	101	101	114	114	114	114	101	114	90	80	72	72	90	80
	22	28	51	57	101	101	128	114	114	114	114	114	90	80	80	90	90	90
	22	28	57	57	114	101	114	114	128	128	101	101	80	80	80	90	90	90
10	22	28	51	57	101	101	114	114	114	101	101	101	80	80	80	90	101	101
Average	22	29	52	56	109	100	113	113	115	116	102	101	84	81	79	82	91	88
	26		54		102		113		116		102		82		81		90	

TOP SECRET

INST.# 170 MASTER J-23

DATE APRIL 22 1965

READER [REDACTED]

150 HIGH CONTRAST

EXP.#	-.006		-.004		-.002		-.001		0000		+.001		+.002		+.004		+.006	
	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN	INC	SCAN
	22	28	36	90	114	114	180	160	202	202	180	180	160	160	143	143	160	160
	22	25	45	71	101	101	227	180	227	202	202	202	160	160	193	193	160	160
	22	28	40	57	101	128	202	180	227	202	180	180	160	160	143	143	160	160
	22	25	45	64	114	114	202	202	202	202	180	180	160	160	143	143	160	160
	22	32	51	57	114	128	180	180	180	202	180	180	160	160	143	143	160	160
	22	32	40	57	114	101	202	202	202	202	180	180	160	160	143	143	160	160
	22	32	45	51	128	128	160	160	202	202	180	180	160	160	160	160	160	160
	20	25	45	57	128	128	180	180	227	202	180	180	160	160	143	143	160	160
	22	32	45	57	101	128	202	202	202	202	180	180	160	160	143	143	160	160
	22	32	51	51	128	128	202	180	227	202	180	180	160	160	160	160	160	160
Average	22	29	44	56	116	120	194	183	210	202	182	182	162	162	146	146	162	160
	26		50		118		189		201		182		162		146		161	

TOP SECRET

INST. # 171 SLAVE J-23

DATE APRIL 22, 1965

READER [REDACTED]

0° LOW CONTRAST

EXP. #	-.006		-.004		-.002		-.001		0.000		+.001		+.002		+.004		+.006	
	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN	IMC	SCAN
1	25	36	51	64	101	101	101	101	90	90	80	80	80	72	64	80	72	80
2	25	36	51	51	101	101	129	114	101	90	80	80	80	72	72	72	72	80
3	25	36	51	64	101	90	114	114	101	101	90	80	80	80	72	72	72	72
4	28	36	51	57	80	90	101	101	114	90	80	72	72	80	72	72	90	80
5	28	36	51	72	90	90	114	114	101	90	80	90	90	72	72	72	72	90
6	28	36	51	57	90	101	101	101	101	90	80	90	90	80	80	90	72	72
7	32	36	51	57	90	80	101	101	101	90	80	90	90	90	72	72	72	72
8	25	36	52	51	90	101	114	101	114	90	80	90	72	80	72	72	72	80
9	32	36	52	52	90	90	114	101	101	90	80	90	80	80	72	72	72	72
10	32	36	51	57	80	80	114	114	114	90	80	90	80	90	72	72	90	90
Average	28	36	51	58	91	92	119	106	104	90	86	81	81	81	73	75	76	79
	32		55		92		108		101	84	81		74		78			

TOP SECRET