

NN 2 10009

B-1 DMA

~~SECRET~~
HANDLE VIA BYEMAN
CONTROL SYSTEM

ZCZCX08635BAA431
RR RUXQAA
DE RUXQBA 635 142225Z
ZNY XXXXX SKS ZNM
R 202230Z
BT
XXXXX
ANGLO 064, GUARD 776
ANGLO PASS CLEAT
GUARD PASS WHIG

*No Action
Required*

AA 8553
RW

~~SECRET~~ 202230Z MAY 74 CITE CHARGE 4024.
CLEAT INFO WHIG.

SECUR HEXAGON

CLEAT FOR [REDACTED] WHIG FOR PEAKE/GEIGER FM: LINDSAY

SUBJ: DMA GEODETIC EXPERIMENT

REF: A. CHARGE 3619 8 MAY 74

B. WHIG 636 15 MAY 74

1. SUBSEQUENT TO SENDING REF A, WE RECEIVED A COPY OF A SPACE EXPERIMENT'S SUPPORT PROGRAM REQUIREMENTS DOCUMENT, FORM 1721, WHICH ADDRESSED THE DMA GEODETIC EXPERIMENT. THE DOCUMENT WAS INITIATED BY [REDACTED] OF DMA AND APPROVED BY GENERAL STELLING. NOTE FOR WHIG: COPY MAY BE ON FILE IN RDS.
2. THE DOCUMENT IS DOD CONFIDENTIAL AND POINTS UP SEVERAL SECURITY PROBLEMS WHICH MUST BE AVOIDED IN THE FUTURE.

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DD		
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SS-2		
SS-3	✓	✓
SS-4		✓
SS-5		✓
SS-6		✓
SS-7	✓	✓
COMP		✓
SS-TRF		✓
RF-11		
FILE		

PAGE 2 CHARGE 4024 ~~SECRET~~

A. THE SECOND PAGE STATES, "IT IS ESSENTIAL THAT THIS EXPERIMENT BE CONDUCTED IN SPACE DUE TO THE FACT THAT THE OPERATIONAL USE OF THE TECHNIQUE IS TIED DIRECTLY TO THE SPECIFIC SPACE VEHICLE." WE NOTE THAT THIS IMPLIES THE EXPERIMENT IS RELATED TO THE MISSION OF THE HOST VEHICLE- A BYEMAN FACT.

B. THE OVERALL CONTENT OF THE DOCUMENT DESCRIBES THE GENERAL ORBITAL CHARACTERISTICS OF THE HOST VEHICLE. THESE ARE CONTROLLED AS DOD SECRET YET THE DOCUMENT WAS CLASSIFIED CONFIDENTIAL.

3. ALSO, YOU ARE ADVISED THAT SECURITY REQUIREMENTS PROHIBIT ANY NON-BYEMAN CONTACT WITH THE EXPERIMENT AFTER ITS SHIPMENT TO SUNNYVALE. THE FACT THAT DMA WILL HAVE HEXAGON-BRIEFED PERSONNEL DOES NOT SIGNIFICANTLY CHANGE THE SITUATION BECAUSE THE NON-BYEMAN PERSONNEL (SAMSO/STP, DMA AND CONTRACTOR) STILL CANNOT BE AWARE THAT THERE IS ANY INVOLVEMENT OR RELATIONSHIPS OTHER THAN THE WHITE ONES WITH WHICH THEY ARE ACCUSTOMED.

E-2 IMPDET

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Approved for Release: 2025/06/18 C05137239

WORKING COPY

~~SECRET~~
HANDLE VIA BYEMAN
CONTROL SYSTEM

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HANDLE VIA BYEMAN
CONTROL SYSTEM

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TO CLEAT
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CATOR 376, ANGLO 050
CATOR PASS CHARGE
ANGLO PASS CLEAT

AA 8439je

~~SECRET~~ 151934Z MAY 74 CITE WHIG 0636.

HEXAGON SECUR

CLEAT FOR [REDACTED] CHARGE FOR N. LINDSAY FROM
FEAKE/GEIGER
REF CHARGE 3619

WHIG HAS NOT SPONSORED ANY CONTACTS WITH THE
SIP OFFICE AT SAMSO OR THE PENTAGON BY [REDACTED]
REQUEST ALL HEXAGON CLEARED PERSONNEL AFFILIATED
WITH THIS EFFORT BE ADVISED OF THE REQUIREMENTS
OUTLINED IN THE ABOVE REFERENCE AND TO ADHERE TO
THE APPROVED PROCEDURES.

E-2 IMPDET

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HANDLE VIA BYEMAN
CONTROL SYSTEM

39 RUXQAA Appro
RUXQBA 211 1281805
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GUARD PASS WHIG
ANGLO PASS CLEAT

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AA 3726
RW

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HANDLE VIA BYEMAN
CONTROL SYSTEM

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~~SECRET~~ 081800Z MAY 74 CITE CHARGE 3619.

WHIG, CLEAT.

SECUR/HEXAGON

WHIG FOR W. GEIGER/H. PEAKE, CLEAT FOR

FM: M. LINDSAY

REF: CHARGE 2339 (26 MAR 74) NOTAL

1. COORDINATION EFFORTS FOR SATELLITE VEHICLE INTEGRATION OF A
DMA GEODETIC EXPERIMENT HAVE BECOME A SOURCE OF CONCERN OVER
MAINTAINING HEXAGON SECURITY. FOR EXAMPLE, RECENTLY []

RDS, HAS BEEN IN CONTACT WITH THE SAMSO SPACE TECHNOLOGY PROGRAM (STP) OFFICE CONCERNING ARRANGEMENTS BETWEEN DMA AND SP-7 FOR INTEGRATION AND LAUNCH OF THE EXPERIMENT. AT THE SAME TIME [REDACTED] DMA, HAS BEEN IN DIRECT CONTACT WITH SP-7 ON SIMILAR MATTERS. WHIG HAS SPONSORED THESE CONTACTS.

2. AS A PRECAUTIONARY MEASURE THE FOLLOWING SHOULD BE BROUGHT TO THE ATTENTION OF ALL APPROPRIATE HEXAGON BRIEFED PARTIES:

A. STP IS A WHITE ACTIVITY WITHIN SAMSO WHICH MANAGES

WORKING COPY

PAGE 2 CHARGE 3619 ~~SECRET~~

INTEGRATION OF SMALL DOD PAYLOADS INTO EXISTING SPACE SYSTEMS - MOSTLY ON PIGGYBACK BASIS. THERE IS BUT ONE BYEMAN-BRIEFED PERSON IN THE STP OFFICE.

B. STP AND THE AGENCIES RESPONSIBLE FOR DEVELOPING SMALL PAYLOADS MUST NOT BE PROVIDED WITH ANY INFORMATION WHICH REVEALS THE HEXAGON MISSION, MANAGEMENT APPARATUS, COVERT CONTRACTORS, ETC. IN THE CASE OF THE GEODETIC EXPERIMENT, STP AND NON-HEXAGON BRIEFED PEOPLE WITHIN DMA, AIR STAFF, ETC. MUST NOT BE ABLE TO ASSOCIATE THE EXPERIMENT WITH SAFSP, THE HOST VEHICLE MISSION, OR SAFSP CONDUCTED STUDIES IN TERMS OF TECHNOLOGY, MANAGEMENT RELATIONS, FUNDING, ETC.

C. HOST VEHICLE INTEGRATION EFFORTS SHOULD ALL BE ROUTED TO SAMSO/STP WITHOUT REVEALING ANY OTHER CHANNEL OF COMMUNICATION BETWEEN DMA AND SAFSP. STP AND SP-7 ARE ACCUSTOMED TO WORKING INTERFACES ON A NON-BYEMAN BASIS. I.E. LMSC IS IDENTIFIED ONLY AS A HOST VEHICLE INTEGRATION CONTRACTOR; LAUNCH DATE (IF PROVIDED TO STP) ARE TREATED AS DOD SECRET INFORMATION; AND TECHNICAL INTERFACES ARE CAREFULLY ESTABLISHED TO INSURE THAT MISSION REVEALING INFORMATION IS PROTECTED.

D. WHEN NECESSARY FOR DMA TO COMMUNICATE WITH SAFSP, IT SHOULD BE KEPT WITHIN THE BYEMAN APPARATUS. PLEASE NOTE THE CONTENTS OF CHARGE 2339 AS APPLIES TO THIS PROBLEM.

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