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6 February 1970

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 26

## I. CORONA

### A. Accomplishments

1. Current plans for the AP relocation including installation and operation of the 360-65 computer at Building 156 were reviewed by LMSC on 4, 5 February. Facilities drawings are being finalized, and move plans initiated.

### B. Problems

1. Investigations of CR-10 "ramp-up ramp-down" and slit-width control problems continue. The ramp problem is attributed to a faulty high-efficiency amplifier (HEA). Replacement of the faulty HEA with a functional unit from CR-16 is under consideration. The slit width control problem is now believed to result from a defective drive motor. A replacement unit is presently undergoing tests.

### C. Projected Status

1. CR-10. Ramp and slit width control problem investigations continue.

2. CR-11. Flight preps.

3. CR-12. Storage preps.

4. CR-13. Functional tests.

5. QR-2. Acceptance at Itek.



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## II. HEXAGON

### A. General

1. The privacy commo link between Building 156 and Headquarters was activated on 3 February.

2. SETS has completed a matrix which correlates test requirements (per the SS Performance Spec) with the SSC test plans, test procedures, and SS models. The task was complicated by the dynamic nature of the overall program as well as the unavailability of SSC test documentation. The matrix is to be a viable document which will be used to monitor the contractor compliance with the Performance Specification.

3. SSC is revising and expanding the Ground Performance Evaluation Plan (PM-1172-X) so that it can be used for P1 through P6 (PM-1172-X applies to the D Model only). The effort includes revision of test requirements, revalidation of tolerances, data reduction requirements, baseline definition, and predictive data, all based on actual data and experience gained from the D Model. The expansion of the document includes considerations for SVIC, VAFB, and better correlation between SSC and SVIC test data acquisition and analysis.

4. A recent review of SSC test documentation activity shows a decided improvement in SSC awareness of test planning, procedure, and data documentation requirements. The Mission Planning and Evaluation Group is working much more closely with the Test Procedure and Control Group to produce realistic and adequate test documentation. There still remains the problem of the insufficient time between the release of the test procedure and the conduct of the test. However, this problem is being worked by SSC and improvement is expected.

5. During this week, Eastman Kodak delivered the first P1 Chamber "A" test roll and the 60,000 ft. light struck film roll for P1 Ready Room "A" testing. The second P1 Chamber "A" test roll is scheduled for delivery 1 March. This delivery is entirely contingent upon Perkin-Elmer returning the shipping containers and associated hardware. P.E. now has all the large shipping containers. The need date for the Chamber "A" film as of this week is 5 March.



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6. Perkin-Elmer has informally notified the Project Office of a significant increase in film requirements with a considerable delivery increase during March. The Project Office does not feel that sufficient lead time is allowed for Eastman Kodak to meet the requirement of filling the orders. The full impact has not been worked at this time because we have not yet received Perkin-Elmer's official film requirements. As an example of their film increase, the original requirements for P1 were approximately 475,000 ft. of test and flight film. In addition to this 475,000 ft., a full back-up flight load was planned. Perkin-Elmer's new requirements for test film, including the two flight rolls, is approximately 700,000 ft. or an increase of almost 50%. The official P.E. requirements will be reviewed and validated by Headquarters prior to any new orders to EK.

7. Mr. Deveaux, from Perkin-Elmer, was at Headquarters and discussed the AVE and AGE Spares Control Plan. It was brought out that several documents are in preparation which describe how spares will be controlled both on the East Coast and on the West Coast. The preliminary information presented was satisfactory, and the Project Office is now awaiting the formal submission of the above documentation. AVE spares deliveries commence the end of this month, with the first delivery being electronic boxes from Perkin-Elmer Aerospace.

8. A briefing will be presented to the PSAC on 10 February. The scheduled briefing for HEXAGON is planned for three hours, with approximately an additional three hours of time for questions and answers. The sensor subsystem portion of the briefing will be shared by Mr. Maguire and Mr. Patterson in presenting a summary of programmatic actions which have occurred since the last briefing and the technical development program leading up to the present design of the system, including a discussion of the results of development tests which support the system meeting its performance objectives.

9. A meeting was held with Messrs. Maguire, [redacted] 25X1 and Patterson to negotiate the schedule impact of the late delivery of the midsection by Lockheed to Perkin-Elmer. The estimate submitted by Perkin-Elmer was 26 days of schedule delay and $640,000 of additional cost. After considerable discussion of the appropriateness of the figures, an agreement was reached to allow 26 days delay in the delivery date of P1 for fee purposes, and that no cost would be involved with this late delivery. Perkin-Elmer will, however, attempt to reduce that actual time through the working of multiple shifts and a 7-day week.



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10. The RFP for follow-on systems was reviewed in-house and comments of the reviewers were incorporated in the document. The document was transferred to Perkin-Elmer by courier 6 February.

11. A meeting was held by Mr. Kohler with personnel from Horizons to discuss their capability in accelerating the work which they are now carrying out on free radical film. The purpose is to provide the engineering data on that film which could be used to determine modifications to the HEXAGON camera which would be required to employ the film in the camera. Horizons will prepare a proposal covering this additional effort and how they would plan to carry out the necessary engineering tasks involved. The proposal will be presented to Headquarters in approximately a week. This effort is being coordinated with [redacted] 25X1 in D&AD.

B. Development Model

1. The past week was spent working on the platen and loopers. The shutter latch solenoids were replaced, and the loopers were subsequently cycled through the looper test station. Platen "B" was found to have a nonparallel slit which forced a repair and recycle through the platen test station again.

2. The Supply was given a full assurance test in the SUTS.

3. System checkout is scheduled to begin 7 February.

C. Flight Article #1

1. The contract delivery date of the first flight vehicle to SBAC has been moved from 21 April to 31 May (with no cost increase). Perkin-Elmer will internally work against a schedule which results in an earlier, and at this time undefined, delivery.

2. The TCA went back into Ready Room "B", after the retrofit cycle, on Wednesday. Platen "B" will be installed over the weekend. Both platens will have their shutters reworked later. The platens will be reacceptance tested after the rework.



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3. The TCA is now being checked with the constant velocity box. A baseline test must be run with a sequencer prior to TCA vibration. The P1 sequencer is now being used on the Development Model. P1 will have to borrow back the sequencer for the baseline test. Any anomalies during the baseline test, which tie up the sequencer, will probably impact on the Development Model schedule. The next sequencer to be delivered (Qual Model) is scheduled for 14 February, and will be initially used on Flight Article #1.

4. Cable installation into the midsection is starting following the completion of the structural modifications by LMSC. DITMCO tests will be run after the cables are installed.

5. The TCA, supply, and midsection schedules are all tight to a 20 February scheduled completion.

III. Administrative

Meetings Requiring Participation of Headquarters Personnel

| Date | Subject | Attendees |
|---|---|---|
| SAMSO | | |
| 10 Feb | CCB Executive Session | Kohler |
| 11-12 Feb | CCB Meeting | Kohler |
| CAMBRIDGE, MASS. | | |
| 10 Feb | PSAC Meeting | Crowley, Patterson |
| LMSC | | |
| 11 Feb | S&M IFWG | [redacted] |
| 11 Feb | Operations IFWG | [redacted] Webb |
| 11-12 Feb | Orientation Briefing to Depot Personnel | WCPO Staff |

25X1

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| Date | Subject | Attendees |
|---|---|---|
| **WRIGHT-PATTERSON AFB** | | |
| 12 Feb | Film Test Program Review | [redacted] |
| **AP** | | |
| 10-11 Feb | Negotiation of AP's AWA's | [redacted] |
| 12 Feb | CORONA Managers' Meeting | [redacted] |
| **RCA** | | |
| 12-13 Feb | DM-4 CDR | [redacted] |
| **PE** | | |
| 13 Feb | Optical Bar Acceptance/Qual Certification Meeting | [redacted] Kohler, [redacted] |
| **HEADQUARTERS** | | |
| 9 Feb | DD/S&T Office Chief's Color TF Briefing | Kohler |
| 11 Feb | Bi-Monthly Schedule Review | Staff |

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PMO/PRS/OSP

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