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BYE-107303-70
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21 May 1970

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 41

I. CORONA

A. Accomplishments

1. Mission 1110, CR-11, was launched 20 May 1970. About 30% of the first bucket has been consumed. All systems are operating satisfactorily.

2. Mission 1110 R-7 and R-1 meetings were conducted at VAFB on 14 and 19 May respectively.

3. CR-13 re-HIVOS test was completed. Data results are being evaluated. During HIVOS, CR-13 instrument #2 failsafed. The problem is under investigation.

4. QR-2 HIVOS test completed. Data and film evaluation are currently in progress. During HIVOS, QR-2 #1 instrument slit width mechanism continued to rotate during several operates. The problem is being investigated.

5. NPIC and TOPOCOM personnel were provided "C" and "H" briefings and tours.

6. CR-14 tape recorders were delivered on 15 May.

B. Projected Status

1. CR-11. Operational.

2. CR-12. Post-storage.

3. CR-13. Post-HIVOS.

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4. QR-2. Problem investigation and block preps.

5. CR-14. Light leak test preps.

6. CR-15. Temporary storage.

II. HEXAGON

1. The statistics on the seven large (105,500 ft.) film stacks delivered to date by EK show that the full capability of the supply is not being utilized. The present method of specifying spool size (film length) was arrived at from a consideration of EK quoted film tolerances. Since these tolerances have not been realized, the spool size will be specified by diameter. This will increase the payload capacity by approximately 5%. It will now be possible for EK to exceed the weight limit of 890 pounds with this approach, but since each film stack is weighed after spooling, any excess can be removed during the final horizontal baseline at SBAC prior to transportation to VAFB.

2. P.E. was authorized to initiate the study effort to eliminate caging from the Supply. As part of this study, the core is to be redesigned to accommodate a higher film pressure. The latter change was necessary because of EK's ultraconservative prediction of variations in pressure due to spooling techniques.

3. A long lived forward section alignment problem was finally resolved at the S&M IFWG through concessions by McDonnell and P.E. in that the manufacturing tolerances could be tightened and the alignment requirements could be relaxed. Since there is no on-orbit check of alingment, it was recommended to the A&T IFWG that an SBA deflection/film transport test be incorporated as an assurance test on each flight vehicle until a comfortable level of confidence is established.

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4. The PI-4 take-up has passed a proto-qual vibration test. This is vibration to qualification levels for 30 seconds instead of three minutes, to reduce the time on a flight unit. The take-ups do not appear to have any remaining major problems and on the last buy-off there were no waivers.

5. The Project Office, SETS, and SSC held working sessions to review the P.E. interpretation of and action relative to the FACI and Acceptance Documentation requirements. SSC has a good understanding of the requirements and has a working system which is capable of deriving and producing the necessary data and information. It was agreed at the meetings that the as-built list will contain information to the electronic box drawing and serial number, ECO effectivity, etc. The detailed information relative to the part and component serial and drawing numbers of equipment within the box will be retained by SSC as part of the internal system and made available to the Project Office when requested.

6. Working sessions were also successfully conducted to assist SSC in providing suitable ICD compliance information at FACI. The matrices identify the ICD, the equipment and requirements, and the manner in which the compliance was determined.

7. The Project Office review of the SSC Qualification Test Program (PM-1188-X-A) has been completed and the response prepared. Basically, the SSC revision to the original plan ignored the Headquarters requested corrections of deficiencies noted during the review of the original Qualification Test Plan. Furthermore, the rewrite consisted mainly of "dequantifying" the major test parameters and limits and/or variances to which the parameters would be tested. The plan is tantamount to a resume of tests to be performed. The Project Office response includes appropriate comments to the deficiencies contained in the plan.

8. Derivation of the Project Office response to the Customer Acceptance Definition (PM-1220-X-A) is aided by recent decisions and agreements concerning Acceptance and FACI generally, and the content of the CEI Specifications specifically. Only a few controversial items remain to be resolved.

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9. A film/processing meeting was held at Perkin-Elmer on 21 May. Eastman Kodak presented their data for type 1414 in four developers: MX-819, MX-819 modified, MX-641, and Versamat B. The meeting was generally inconclusive since no one in attendance from Perkin-Elmer was in a position to make a decision and those that were present were too set in their ways to look at the new data objectively. Since 1414 is similar to SO-380, it could be processed in the same manner as SO-380. However, some of the data indicated that there were other developers that had significant enough advantages to be considered for routine processing of 1414 vice their currently employed modified Versamat B chemistry. The Project Office has recommended that Perkin-Elmer initiate a test series to determine for themselves which chemistry would be best.

10. The Post Flight Analysis (PFA) Working Group met at Headquarters on 20 May. Minutes are being prepared and will be distributed.

11. The data packages for 14 spare AVE boxes were reviewed this week at P.E. The data appeared adequate and in order. The Project Office feels that one of the most critical things to check is the spares configuration to make sure all flight models can be supported. However, it is still the Contractor's responsibility to maintain the spares - both operationally and from a configuration standpoint. Spares for the SSTC's are to be ordered from AC this week.

12. Encoder malfunction trend analyses have been obtained from the Contractor and will be examined by the Project Office to fully assess the encoder situation.

13. The Master Schedule was reviewed at the Monthly Managers' Meeting but complete resolution and approval of the schedule put out by the scheduling group is not possible since MWC had not completed their schedule evaluation. In general it appears that one-shift operation can be accomplished at SVIC in the forward section buildup starting with the second system and for the midsection starting with the fourth system. It also appears that the schedule will permit RCA to reduce their seven-day-a-week effort starting almost immediately.

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14. The question was raised as to the responsibility of the SVIC for overall system approval on the West Coast. Paul Heron stated that under the present contract he was not responsible for system readiness certification but only for SBA readiness certification. Col. Buzard indicated that he would provide the necessary direction to make the SVIC responsible for certifying total system readiness. Heron also agreed to prepare a charter for a review board who would perform the functions of a material review board at a system level. The responsibility of this group was discussed in some detail to provide guidance for Heron.

15. P.E. has completed preparation of a MAF document which they plan to present to the Government for use in determining on-orbit fee. This document will be reviewed to determine the difference between it and a similar document prepared by the Project Office. It is expected to resolve the differences and to finalize the document prior to first article acceptance.

16. P.E. was notified that the Government would consider their submission of a cost plus incentive proposal for follow-on program instead of the fixed price proposal requested in the RFQ. P.E. was asked to review the RFQ to determine any changes or clarification that might be needed under the new type proposal. They determined that the only changes needed as far as they were concerned were minor changes in the wording to indicate that the peoposal should be cost rather than fixed price contract.

B. Development Model

1. Forward Section - The major activity during the past week has been the implementation of an out-of-schedule "twist test" to determine the affect of vibration induced structural deformations on payload tracking and stacking. Testing began on 19 May and is now about 50% complete. An estimated six days work will be required to finish the forward section buildup following completion of the twist test.

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2. Mid Section - During the past week the SU was removed from the midsection for reloading. When the SU was opened, caging band on the "A" side bulkhead (spider) was found to be broken. A replacement band was obtained from Danbury and installed. Post reloading electrical checkout of the SU uncovered problems. After completing loading of the SU into the midsection, will run R&I test procedure, light leak check, and analyze test results prior to mating. Estimate date availability for mating is 27 May. Film path pressure tests have been repeated twice after attempts to patch the leaks; however, the leak rate does not appear to be decreasing.

C. Flight Article #1

1. A focal plane drive problem has developed on Camera "B". The problem does not appear to be in the platen. The electronics (F&E box) mounted in the compartment is suspect. The platen is being installed in the camera. If the F&E box is the problem, the midsection should start to move into the Chamber on 23 May. The in air photo tests should start on 25 May.

2. The supply leak rate now appears to be acceptable.

3. P.E. is preparing a message which will indicate that Project Office test requirements have added an additional 4.5 days to the flow and if the additional tests use up too much film that five more days will be required to change the film load before shipping. The 4.5 days consists of 10 hours of additional chamber testing and 6 hours of additional post chamber testing. The rest of the time is related to additional photographic processing requirements.

D. Flight Article #2

No major significant activity this week. The platens are being reworked as well as other "tweaking" and parts replacement as reported last week.

E. Computer Facility

1. The computer facility Users' Guide was published and distributed to 36 users. Modification and additions to the Guide will be published as required.

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2. The magnetic tapes (approximately 600) currently being numbered and labelled in a uniform manner.

3. The technical staff has been providing continuing support to the "C" support group, SSC, and SETS. Support is primarily in the areas of job control language and interpretation of system diagnostics.

III. Meetings Requiring Participation of Headquarters Personnel

Date	Subject	Attendees
P.E.		
26 May	System Improvement Studies Review	[redacted]
26 May	Qual Program Discussions	[redacted]
27 May	Monthly Technical Review	Staff
LMSC		
27 May	Display Mode Subgroup Meeting	[redacted]
Itek		
25 May	Review Earth Resources Study	Burks, Kohler
Westover AFB		
26-28 May	Acceptance Team Meeting	[redacted] Burks, Kohler, [redacted] (27 May only)
Headquarters		
28 May	FY 1971 SETS Tasking	Staff

[redacted]

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Cy 1 - D/OSP
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Cy 3 - D/PRS/OSP
Cy 4 - EO/OSP
Cy 5 - C/D&AD/OSP
Cy 6 - CB/OSP
Cy 7 - C/PAD/OSP
Cy 8 - C/SB/OSP
Cy 9 - C/SS/OSP
Cy 10 - RB/OSP
Cy 11 - PRS/File
Cy 12 - PRS/Chrono
Cy 13 -
Cy 14 -

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5 June 1970

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 43

I. CORONA

A. Accomplishments

1. Mission 1110 operations are continuing. As of R Plus 15, 61% of the "B" mission has been completed. Evaluation of the "A" portion has resulted in a preliminary MIP of 90. Further review of this mission will be conducted at the PET Meeting.

2. CR-13 began block tests.

3. CR-14 HIVOS test was initiated.

4. Facilities status:

a. The Building 156 courier vault has been completed.

b. Work on the third floor vault has been delayed due to unavailability of the vault door and the alarm system. These items should be available in the next two weeks.

c. The Building 156 O&A area contract has been allocated; however, the previously reported estimated complete date of 12 June could slip about two weeks because a security fence must be added.

d. The Building 152 collimator alignment block is 90% complete, with the spring and collimator installation and check-out remaining.

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e. The Building 152 clean room and system test area are respectively 70% and 75% complete. The shaker and teal chamber have been installed.

f. The A/P facility restoration meeting finalized agreements for its return to Hiller.

5. Component test box procurements by Itek, Palo Alto, should be completed by 10 June. Unit #87 had a delay because of parts unavailability; however, assembly of parts is in progress.

B. Problems

A review of Mission 1110 temperatures and the "A" portion focus results, indicating non-optimum temperature-focus correlation, necessitated another block test of CR-12. Additionally, an ambient "Dr. A" test will be conducted prior to the block run.

C. Projected Status

1. CR-11. Mission 1110 operational.

2. CR-12. Reblock preps.

3. CR-13. Block test.

4. QR-2. Block preps.

5. CR-14. HIVOS.

6. CR-15. Temporary storage.

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SUBJECT: Photo Reconnaissance Systems Report No. 43

II. HEXAGON

A. General

1. The take-ups are doing very well both in terms of schedule as well as in terms of design and testing. The next two take-ups are scheduled for delivery in mid-June, as contrasted to a need date during the second week of July at McDonnell-Douglas. P.E. has given RCA need dates one month in advance of the P.E. contract dates. RCA has gone to a normal two-shift, five-day week and should still easily meet their contract dates. P.E.'s contract dates are based on two month centers versus three month centers for the Air Force contracts (including McDonnell-Douglas). This leads to a greater disparity between the delivery dates and the real need dates and presents a storage problem (which is the type of problem to have).

2. During the month of May, the WCPO 360/65 was used approximately 240 (CPU) hours in support of the "C" and "H" programs. 2989 jobs were processed in May. The IBM 2701 that was originally ordered has been delivered. This 2701 is equipped with a synchronous data adapter and a parallel data adapter.

3. SETS has experienced difficulty in reviewing portions of the P-1 FACI data. P-1 FACI data received for review to date includes Test Data Logs, Fabrication Records and Inspection Data, MRB Records and Reports, and Failure/Malfunction/Corrective Action Reports; all for the TCA. The difficulties include problems of data correlation between the fabrication records and the failure, malfunction, and corrective action reports. Assembly of the malfunction reports is inconsistent, and many of the reports are illegible. A meeting is scheduled at P.E. on 9 June 1970 to resolve the problem.

4. The annotated test procedures for P-1 midsection low level vibration, EM baseline, and light leak tests have been received and are being reviewed by SETS and Headquarters. Only two of the P-1 "quick-look" reports required for FACI have been received because of P-1 technical problems which have delayed the tests and subsequent analysis.

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5. An "incremental" FACI of the P-1 TCA is currently scheduled for 16 June 1970. The remainder of the P-1 FACI (midsection) will be scheduled subsequent to Chamber "A" testing.

6. P.E. is expected to commence spare parts procurement activity next week for the three peices of LMSC AGE at SVIC. P.E. Aerospace will handle the procurement. P.E. and AC will meet on 8 June 1970 to work out the SSTC spares procurement. PSO can obtain approximately 25% of the 4 RV T/S bench level spares. (These are FSN items.) The PSO has visited P.E. to verify the configuration of the parts and became more familiar with the equipment. It is felt advisable to allow the PSO to procure these items so that they can start getting set up for the follow-on program. The Project Office plans to utilize PSO's resources to the fullest on the follow-on program in the areas of integrated logistics support, spares provisioning, etc.

7. Eastman Kodak has completed the first phase of their low RH film production facility modification on schedule. They will commence film delivery to P.E. on 9 June 1970 with three 26,000 ft. rolls.

B. Development Model (SDV III)

1. Forward Section - The assembly and test of the forward section is now essentially complete. Present efforts are directed toward the installation of five thermocouples and the correction of thirteen minor Q.A. actions. These activities are expected to be complete by COB 4 June 1970.

C. 2. The midsection R&I testing was halted due to clogged air bars in the twister and cross-over areas on both cameras. The "A" platen has also been hitting the stops, and fault isolation continued during the system down time. The air bars were removed and returned to SSC for cleaning and also the repair of a defective roller. They are due to be returned to SVIC on 4 June. The platen problem has been tentatively isolated to noise on the OB encoder which is

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causing additional counts in the platen subtractor network. A decision will be made on 5 June as to whether the OB encoder should be replaced and, if so, when. Completion of mid-section R&I and beginning of mate for system test is now scheduled NLT 12 June 1970.

C. Flight Article # 1

The metering capstan summed error signal on Camera "A" is unacceptably noisy. During troubleshooting of this problem, a cable tester (DITMCO) was inadvertently connected to the Camera "B" electronics. It is not known at this time how much, if any, damage was done to the "B" Camera.

D. Flight Article # 2

The TCA vibration test was conducted on 5 June vs. 3 June. The reason given for the slippage is that the manufacturing and test personnel were required for the higher priority job of trouble shooting P-1. It is not known at this time if this slip will impact the 17 June milestone of TCA installation in the midsection. The TCA acoustic test is scheduled for 6 June 1970.

III. Meetings Requiring Participation of Headquarters Personnel

Date	Subject	Attendees
P.E.		
9 June	P-1 FACI Data Review	
10 June	Pneumatics/Qual Certification Meeting	
11 June	Forward Film Path Elements FACI	
11 June	Ops Discussions w/Gen. King	Patterson
12 June	Forward Film Path FACI Report	

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Date	Subject	Attendees
LMSC		
9-10 June	A&T IFWG	Burke
10 June	Operations IFWG	Johnson
11 June	Integrated Schedule IFWG	[redacted]
Hqs.		
10 June	"Free Radical Film" Briefing to Mr. Duckett and Dr. Naka	Kohler, [redacted]

Mr. Dongieux will be on annual leave 8 - 10 June 1970

[redacted]
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Cy 1 - D/OSP
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Cy 3 - D/PRS/OSP
Cy 4 - EO/OSP
Cy 5 - C/D&AD/OSP
Cy 6 - CB/OSP
Cy 7 - C/PAD/OSP
Cy 8 - C/SB/OSP
Cy 9 - C/SS/OSP
Cy 10 - RB/OSP
Cy 11 - PRS/File
Cy 12 - PRS/Chrono
Cy 13 - [redacted]
Cy 14 - [redacted]

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12 June 1970

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 44

I. CORONA

A. Accomplishments

1. Mission 1110 was successfully completed with the "air" recovery of the second bucket. This half received a MIP of 95, though quality variability exceeded that of the first half. The SO-349 was exposed through more narrow slits, thus decreasing the exposure time; however, there was no noticeable difference between the SO-349 and the 3404. The PET meeting is scheduled for 16 - 17 June 1970. This meeting is one week earlier than planned primarily because of some down time planned at the Westover facility and to learn as soon as possible about the Mission 1110 focus problem. This is particularly important in view of the possibility of launching another "C" mission on short notice.

2. The CR-13 block test was completed.

3. The CR-14 HIVOS test was completed.

4. Itek component test box procurement has been accomplished. Estimated date for installation is 22 June 1970.

B. Problems

CR-12 "Dr. A" evaluation resulted in a decision to adjust the steering rollers to decrease film tilt in the format area. "Dr. A" and block test will be rerun after satisfactory adjustment. Thermal film lift and focus analysis is continuing.

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C. Projected Status

1. CR-12. Steering roller adjustments.

2. CR-13. Storage preps.

3. CR-2. Block preps.

4. CR-14. "Dr. A" and block preps.

5. CR-15. Temporary storage.

II. HEXAGON

A. General

1. There are two optical bar encoder oscillation problems. The first, which P.E. understands well, has occurred only at the encoder level. The oscillation frequency has been around 250 KC and is the result of a low phase margin. A capacitor addition solves this problem. The second oscillation has occurred on the Development Model on the West Coast. The frequency of this oscillation is 14 KC and this oscillation is not understood. Any spurious oscillations on this encoder can cause the platen to lose sync with the optical bar and crash into the stops. In addition to working the oscillation problem, P.E. is working on a concept which will sense anomalous platen operation and effectively "apply the brakes" before the platen crashes into the stops.

2. The contaminant from the air bars, recently returned from the field, has been analyzed. The air bars were clogged on the inside by aluminum oxide peices of an internal air filter which had been improperly crimped into place. The source has been eliminated through a procedure change. Emulsion buildup also occurred on the outside, apparently after the holes were clogged. A P.E. report is available.

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3. A review of the proposed HEXAGON Mission Accomplishment Factor (MAF) Plan was conducted by WCPO and SETS personnel prior to transmittal to Headquarters. A study of the availability/accuracy of attitude data to be used in the HEXAGON Operations Performance Estimate Software is underway. Preparation of inputs to the HEXAGON Reports Control Manual, temporarily put aside due to other operations support requirements, have been resumed.

4. The interface adapter box from PE Aerospace for use between the SSTC and the 360/65 has been delivered and successfully tested at the WCPO. Version 18.6 of the 360 operating system has been generated and is now undergoing testing. A sixth IBM 029 keypunch was delivered on 9 June. The IBM 360/65 and its related peripheral equipment have passed the GSA acdeptance test. During thirty consecutive days, beginning 7 May and ending 9 June, over 90% availability was recorded.

5. SSC was granted subcontract approval to proceed with the procurement of SSTC spares from AC Electronics. The $350,000 ROM does not include the sell-off cost. AC will not commit to a delivery date until the method of testing and sell-off has been negotiated. Two optinns are being considered:

a. Use some available SSTC, probably at Building 156, to test 10-12 cards at a time by running the entire SSTC Acceptance Test Procedure (ATP). This takes about three days.

b. Buy one card at a time and have AC prepare special test sheets reflecting the protion of the ATP necessary to certify a given card.

Since the entire ATP is only two to three days, Option 1 seems to be the better choice.

6. SSC has been asked to confirm a 3 August 1970 date for delivery of SSTC #5 to VAFB. This request for confirmation was prompted by knowledge that SSC is considering buy-off of SSTC #5

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(5A1 and 5A2) and the Walter Kidde forward-section vent valve. P. E. will advise the Project Office as to whether these items would be FACI'd as components later or submitted, in the future, for completion of the forward film path FACI. The passive articulator had successfully passed its qual vibration tests, but the recently redesigned active articulator has been having serious difficulties in passing its qual vibration requirements. Testing of this articulator, in a breadboard configuration at qual levels, will be accomplished within the next few weeks, and it is felt, with the recent ECO's that will be incorporated, that the design will prove to be a valid one. Final qual will be conducted on the P-3 active articulator sometime in August. In addition, a number of discrepancies between the acceptance requirements and the acceptance tests need to be resolved.

9. A meeting was held on 11 June with the associate contractors to review for General King the program status and schedule prognosis to first flight. The Sensor Subsystem is still the pacing item towards the 17 December flight date; however, a potential schedule impact may result from recent determinations by Lockheed that lateral accelerations at the reentry vehicle locations are approximately twice the design value. If this analysis is born out, it will require some redesign at both the RV and Satellite Basic Vehicle which would have an impact on the flight schedule.

10. SSC is scheduled to deliver the proposal for the follow-on contract on 15 June and a meeting is scheduled at SSC on 16 June to review in detail the basis upon which the costs were established.

11. Col's. [redacted] and Buzard will visit Headquarters on 15 June to brief Headquarters personnel on the Air Force incentive plan for use in follow-on procurements.

12. The mode for conducting operations at the STC was discussed with Gen. King. His position was that the operations would be conducted by a three-member team operating out of the Walnut Room at the STC. This team would be comprised of a representative from SPD, SPO, and SSPO. He stated that he expected the contractors and the aerospace technical advisor to form an advisory team to the

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management group. He stated that the TA and contract personnel would have no line authority but would serve as a staff to the Government representatives. He confirmed that he expected the SSPO to have complete responsibility for the sensor subsystem and for all analysis of sensor difficulties. He also expects the SSPO to see that the TA is adequately supported in all of the functions which are assigned to them. The proposed method of operation should be very satisfactory and is in accord with the responsibilities established in the NRO management agreement.

B. Development Model (SDV-III)

Forward Section - All scheduled activities of the forward section buildup cycle have been completed. During MWC system testing on 6-10 June, however, the heat shield and cannister were removed from RV #2 and badly wrinkled film was observed on Side B. Investigation revealed that the wrinkle most likely occurred during P/L rewind following the light leak test and probably resulted from rewinding film against a lowered builder roller on T/U No. 1. Corrective action is in process at this time and builder roller operation and tracking on RV No. 1 will be reverified. This reverification should have no impact on scheduled system integration.

Mid-Section - The film drives and crossovers were returned to the field after repair by SSC. The air bars were found to be clogged from aluminum oxide and some concern over the limited calendar life (LCL) status of the item has resulted. A decision was reached to replace the OB encoder on Camera "A" to correct the improper platen signal. The replacement will take place as soon as a replacement unit can be received from SSC. Until the replacement is received, the platen motors will be disconnected. The mid-section testing in the R&I area is scheduled for completion on 13 June. A data review has been scheduled by the WCPO with SSC for 13 June. The turnover of the MS to SVIC is scheduled for 14 June, and mate should begin on 16 June.

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C. Flight Article #1

The midsection went into Chamber "A" at 2230 on 11 June. In-air photo tests should start on 13 June.

D. Flight Article #2

P-2 has completed its post-vibration and acoustic TCA tests with good film tracking at all the velocities tested. There was one very minor problem which was a very slight increase in the TCA leak rate. In addition, there is planned a three-to-five-day maximum effort on P-2 to attempt to reproduce the P-1 problems involving the position pulse 180° reset, thought to be caused by faulty platen encoders.

E. Flight Article #3

Both optical bar tests in Chamber "D" have been completed, and TCA build-up has begun. It is planned, beginning with P-3, to operate the TCA (using the constant velocity box but not dynamically transporting film) in the clean room area prior to installing it into the SBA simulator in the high bay area.

III. Meetings Requiring Participation of Headquarters Personnel

Date	Subject	Attendees
P.E.		
16 June	Follow-on Cost Briefing	Patterson, McDonald, [redacted]
17 June	Take-up Shaft Keyway Meeting	[redacted]
RCA		
16 June	P-2, 3, 4 Buy-Off	[redacted]

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Date	Subject	Attendees
NPIC		
16-17 June	1110 PET Meeting	Burks, [redacted]
Hqs.		
15-19 June	Computer Discussions	Virginski
EUROPE		
13-23 June	Color Takk Force Bfrgs.	Kohler
Annual Leave		
Mr. Patterson		17 June - 2 July
Mr. Snyder		15 - 19 June

[redacted]
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Cy 7 - C/PAD/OSP
Cy 8 - C/SS/OSP
Cy 9 - C/SB/OSP
Cy 10 - RB/OSP
Cy 11 - PRS/File
Cy 12 - PRS/Chrono
Cy 13 -
Cy 14 - [redacted]

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