

BYE-108323-71  
Copy \_\_\_\_\_ of 14  
9 April 1971

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 87

I. CORONA

A. Accomplishments

1. Mission 1114 bucket "A" recovered film was processed and analyzed by NPIC and the PET Group resulted in an assignment of the "highest ever" MIP rating of 120.

2. Additional WCPO software support was required on 2 and 3 April to accommodate special target coverage on 4 April for Mission 1114.

3. Mr. Packard and his group were briefed on CORONA and HEXAGON and were conducted on a tour of Building 152 and 156 on 5 April.

B. Problems

No major problems.

C. Projected Status

1. CR-14. (Mission 1114) "B" bucket recovery scheduled Saturday, 10 April 1971.
2. CR-15. . R-25 Backup.
3. CR-16. Block tests.
4. CR-8. HIVOS preps.



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

SUBJECT: Photo Reconnaissance Systems Report No. 87

II. HEXAGON

A. General

1. Copies of the "Preliminary HEXAGON Requirements in 1975 - 1980 Time Frame", prepared by MAB/D&AD, have been received and are being reviewed by the Project Office. Upon completion of this review and selection of a final approach for a competitive Block II, preliminary action (work statement, contractor selection, etc.) will be completed, awaiting NRO approval to proceed. Word was received from the NRO (Comptroller) to the effect that FY 1971 funds for HEXAGON Block II competition studies would not be approved until more information relative to the overall plan was received and reviewed. Action has been initiated to expedite the preparation of a suitable briefing.

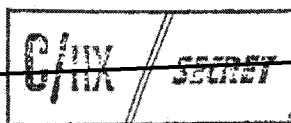
2. Planning for the last development rehearsal and the dress rehearsal for the first flight is well underway. Simulated anomalies for both the vehicle and the SCF will be included in the development rehearsal. No vehicle anomalies are planned for the dress rehearsals. The question of deleting payload operations in the event of number one tape recorder failure remains an open item for the Operations IFWG to resolve.

3. The WCPO reviewed with the SPO a list of first flight hardware and policy constraints. The constraints included such items as:

- a. Minimum rewind to be used in first three RV's, maximum rewind 55 ips to be used in fourth RV.
- b. Heat shield to be recovered on the fourth RV.
- c. No operational payload until after one (or two) engineering operations.

BYE-108323-71

Page Two



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

SUBJECT: Photo Reconnaissance Systems Report No. 87

d. No negative scan centers with mono "A" operations, etc. This list will be sent to the SOC by the SPO.

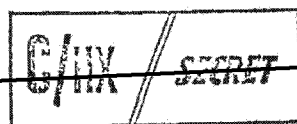
4. The latest version of MACFACT (MAC 0408) will be sent to SETS, Danbury and Headquarters on 9 April. This version incorporates SSC-requested modifications for use as an acceptance aid.

5. The percentage of computer utilization, by project, for March was:

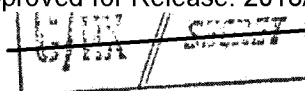
CORONA	23.90
HEXAGON	42.94
MRI (RH)	10.62
OEL/ORD	1.08
ESL (RH)	1.44
System Maintenance	8.73
Other	11.27
Metered Hours	334.8 hrs.
Number of Jobs Processed	4,206

6. RCA experienced more film tracking and stacking problems this week. The Project Office has asked PE to get a written report on the problem including any film wedge aspects, since RCA has been notorious in the past for not

BYE-108323-71  
Page Three



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY



SUBJECT: Photo Reconnaissance Systems Report No. 87

documenting their problems. Kodak was trying to expedite 2 to 3 rolls of film to RCA by Friday so they would not run out of film. The other RCA film spooler is loaded and operating properly.

7. Kodak conducted some rewind tests early this week to determine any possible rewind effect on the wedged film. A 18,000 ft. length of film was rewound six times, and the change in wedge was measured. The Project Office has not been advised of the results as yet, but, in any event, these tests will be rerun since Kodak did not measure the film after any of the interim rewinds - only after the sixth. The Project Office had a roll of tapered film sent to EK from the West Coast so EK can do some additional rewind testing early next week in time for the status review meeting on 15 April 1971.

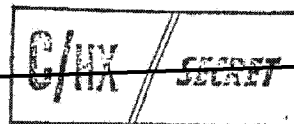
8. The flight load of film for SV-1 was subjected to an out-of-spec RH condition (45% to 48% vs 40% max.) for approximately 12 hours during supply loading. The SPO and Lockheed have not yet provided the proper environmental conditions in the supply loading room, and PE neglected to check the RH of the room during the loading operation even though this step was called out in the supply loading procedure. The Project Office has sent a message to the SPO on this matter and requested that appropriate action be expedited to correct the room's environment. A full report on this matter is being prepared by the WCPO. There does not appear to be a significant risk in flying this film, however.

9. Lockheed/Aerospace have completed their analyses of the shroud separation pyro tests. The evaluated data indicates an increase of shock levels by a factor of two to four (6 to 12 db) beyond present ICD levels. The conservatism implicit in the analysis resulting from:

- a. Variations in the test configuration.
- b. Assumptions on linearity of structural clamping.

BYE-108323-71

Page Four



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

SUBJECT: Photo Reconnaissance Systems Report No. 87

- c. Instrumentation locations.
- d. Statistical analyses.

is being reevaluated. No problems are anticipated because:

- a. Box-level shock tests were on the high side of the tolerance level (6 db high).

- b. No box failures occurred as a result of the SDV-III pyro test.

B. Model Status

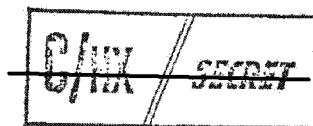
1. Development Model (SDV-III)

The transporter is at VAFB to load SDV-III and return it to SVIC. High winds have prevented loading since 7 April. SVIC has to complete the Attitude Reference Module (ARM) alignment in the Vertical Integration Stand prior to SSC removal of any sensor components for correction of defects. It is expected that SSC work can commence on 28 April.

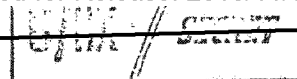
2. SV-1 (SN-003)

The installation of flight film was completed on 5 April. Final preparations are underway to ready the vehicle for shipment to VAFB. Horizontal tests are expected to commence on 9 April. Shipment to VAFB is expected on 28 April. With the G launch scheduled for 21 April, a 19-day G mission, a 2-day G solo operation, 5 days of H rehearsal, and final H launch preps, all in sequence, the SV-1 launch is scheduled for 19 May, although from a vehicle point of view only, it could be launched on 12 May.

BYE-108323-71  
Page Five



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY



SUBJECT: Photo Reconnaissance Systems Report No. 87

3. SV-2 (SN-002)

a. Forward Section

Film transport testing, including the wrap-and-cut exercise has been completed. The system is being readied for pneumatic and light leak testing. It should be ready for mate on 15 April. The SV-2 master schedule calls for commencement of SV mate on 22 April and completion on 25 April.

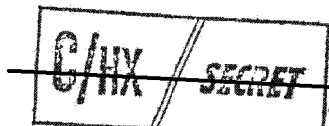
b. Midsection

R&I test has been completed and several sequences rerun to resolve the anomalies that occurred. The vehicle was turned over to SVIC on 8 April. During the R&I, the slit on the "B" side did not function. This problem disappeared when the cable to the platen was disconnected and checked for continuity. Operation of the slit in future operations will be carefully monitored. Film markings (start-of-ops marks and time word) were incorrect. Start of ops marks problems were traced to a bad 40 Hz box and a faulty time word-to-age clock. An R&I Data Review will be held Monday, 12 April.

4. SV-3 (SN-004)

Continued tracking problems resulted in the decision to replace the platen and film drive on the "A" side. The "B" side still exhibits an in-track smear which has not been diagnosed. PE is developing a plan to present to the Project Office which would employ "quick fix" 2A3 (metering capstan servo) boxes for the

BYE-108323-71  
Page Six



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/IX // SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 87

70° acceptance testing. These boxes would then be replaced with the flight boxes for the 47° and 93° testing. The need for reverification at 70° will be evaluated after receipt and review of the worst case analysis of the modified boxes. If this plan proves to be acceptable, it extrapolates to a ship date of 5 May 1971.

5. SV-4 (SN-005)

The supply and TCA have been installed in the midsection, and the Forward Section Simulator is being attached.

III. Meetings Requiring Participation of Headquarters Personnel

<u>Date</u>	<u>Subject</u>	<u>Attendees</u>
<u>LMSC</u>		
13-14 Apr	EM Data Review	[redacted] Kohler,
14 Apr	Schedule IFWG	[redacted]
15 Apr	Operations IFWG	[redacted]
15 Apr	Thermal Subgroup	[redacted]
<u>SAMSO</u>		
13-14 Apr	Targeting Software Discussions	[redacted]
13 Apr	Integrated Schedule Discussions	[redacted]

BYE-108323-71  
Page Seven~~C/IX // SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/HX // SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 87

<u>Date</u>	<u>Subject</u>	<u>Attendees</u>
-------------	----------------	------------------

WCPO

15 Apr	SV-1 Constraints Discussions	
--------	------------------------------	--

PE

14 Apr	Spares Buyoff	
--------	---------------	--

EK

15 Apr	Film Stack Review	
--------	-------------------	--

RCA

16 Apr	Takeup P5-1 Buyoff	
--------	--------------------	--

*DW Patterson*  
DONALD W. PATTERSON  
D/PRS/OSP

## Distribution:

Cy 1 - D/OSP  
Cy 2 - ADD/OSP  
Cy 3 - D/PRS/OSP  
Cy 4 - EO/OSP  
Cy 5 - SA/IS/OSP  
Cy 6 - CS/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 - NEPO  
Cy 14 - WCPO

BYE-108323-71

Page Eight

~~C/HX // SECRET~~

HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/HX~~ // ~~SECRET~~BYE-108454-71  
Copy 10 of 14  
16 April 1971

MEMORANDUM FOR: Director of Special Projects

SUBJECT : Photo Reconnaissance Systems Report No. 88

I. CORONAA. Accomplishments

1. Mission 1114 (CR-14) "B" bucket recovery was accomplished successfully 9 April 1971 using the "lifeboat recovery method". The film was processed and analyzed with a resultant assignment of an even higher MIP rating than that of the "A" bucket. The 125 MIP was the best ever assigned.

2. Post-flight reporting on Mission 1114-2 will be completed today with data-link transmission of the SRV tape recorder summary and SRV tape recorder frame ephemeris. An unusual amount of tape recorder processing problems have been encountered and have resulted in a two-to-three day delay in finishing the tape recorder reports.

B. Problems

Due to the failure of the LMSC vehicle orbital timer, Mission 1114 ended on day 16 rather than day 17, but its lifetime was significantly longer than the 6-10 days initially projected during the early orbital period when the gas use rate was especially high.

C. Projected Status

1. CR-15. R-25 backup status.
2. CR-16. Block test.
3. CR-8. HIVOS readiness.

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

~~C/HX~~ // ~~SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/HX~~ // ~~SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 88

II. HEXAGONA. General

1. The first Schedule IFWG since last September met at LMSC on 14 April. Discussions were held with Col. Buzard on the day previous in an attempt to resolve inter-Governmental differences. The midsection delivery date from LMSC to Perkin-Elmer is 15 July 1971, according to our contract, and 19 August 1971 under the SAFSP contract with LMSC. Perkin-Elmer has been asked to submit the cost and schedule impact of a 9 August delivery, that being the date Lockheed can meet without any cost impact.

The Project Office was successful in arranging a HEXAGON Program schedule which would permit a one month early delivery to the pad for SV-5, two months early for SV-6, and three months early for SV-7 and up, thus allowing a backup or pipeline vehicle beginning with SV-7. The above schedule would be completely consistent with the recently negotiated delivery schedule for the Perkin Elmer follow-on contract. It also includes A-2 chamber tests through SV-6, should the SPO and SSPO desire them beyond SV-2.

2. A review of the major constraints for SV-1 was held with the West Coast Project Office on 15 April. The conclusions were that the SSPO inputs to the software contractor are complete and accurate and, despite the fact that some minor modifications to the software data base may be needed, the hardware, software, and paper interfaces are all compatible. A TWX will be prepared to the SPO commenting on his recent message to the SOC on his version of the system constraints for SV-1.

3. Briefings were presented to the Naka Criteria Committee and to Dr. David and his staff on the use of HEXAGON and AXUMITE for quick reaction crisis systems. The briefings appeared to be well received and the questions asked indicated a good interest in both systems. Briefings are expected to be extended to Messrs. Helms and Packard and to Dr. McLucas next week.

BYE-108454-71

Page Two

~~C/HX~~ // ~~SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/IN~~ // ~~SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 88

4. A tentative date of 26 April at 1:00 P.M. in Building 156 has been established for the SSPO review of the Sensor Subsystem Readiness for First Flight. This review is to cover all of the test results and problems encountered with S/N 003 from its delivery to the integration facility to readiness for shipment. All of the tests on S/N 003 have been completed and the performance is considered to be satisfactory for launch.

B. Advanced Planning & Management Support Activities

1. A procedure for a more efficient processing of DD-250's between SSC and Hqs. has been instituted.

2. Planning for the Joint Agency Color Symposium to be held in the Hqs. Auditorium on 27-28 April is continuing. A meeting with Mr. Robert Ota of DIA, OSP/SS and PRS/MO was held for the purpose of assigning responsibilities; i.e., registration, parking, luncheon arrangements, security, etc.

3. Additional budget data was prepared for PPBB/OSP to support budget hearings scheduled for 20 April 1971.

4. Efforts continue on the derivation of the Block II Program Plan and presentation. The preliminary Program Plan is phased to take advantage of certain development programs within OSP and thereby minimize new developments which may be required for the Block II system.

C. Engineering

1. A TT&C IFWG Meeting was held at SVIC on 15 April. The following issues were considered:

a. The recommendations of the recent data signal sub-group were reviewed. The IFWG was in agreement that both SBAC and P.E. should modify their respective hardware. P.E. had previously initiated a change to the Data Logic and Fuse (DL&F) box to eliminate the spurious "request" and "write" pulses at the

BYE-108454-71

Page Three

~~C/IN~~ // ~~SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/NX~~ // ~~SECRET~~

**SUBJECT: Photo Reconnaissance Systems Report No. 88**

interface (SV-3 effectivity). The SPO has not yet directed SBAC to eliminate the catastrophic failure mode in the frame counter portion of the Data Interface Unit (DIU). Effectivity of that change, if implemented now, would be SV-3.

b. As a result of a recent problem where the SV-1 chamber had to be repressurized in order to gain access to the sensor, P.E. and SBAC will look at the possibility of incorporating a camera relay reset command for ground test only. The problem is that, if vehicle power is removed from the camera while certain interface relays are in the "on" state, power cannot be reapplied until the relays are reset. At present, the only way to reset the relays is to reapply power. This is strictly a ground test and not an orbital problem.

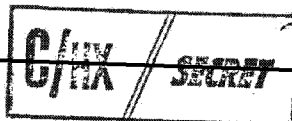
2. There were two actuation failures of the take-up deorbit pins during a recent acceptance test at RCA. This occurred on one of the two redundant solenoids when energized at the minimum voltage (18 volts). The failure was attributed to a high spot on the recessed slot on the pin. Based on these reports, the SPO became concerned about the delay in the actuation time of one of the deorbit pins on SV-1. The actuation time was 100 milliseconds vs a 500 millisecond spec. It was decided not to retrofit the pins on SV-1 because:

- a. There was no failure on SV-1.
- b. Actuation time was within spec.
- c. Pin retrofit would result in a 2 1/2 week schedule slip.
- d. The pin actuation time is to some extent a function of the test procedure used.

BYE-108454-71  
Page Four

~~C/NX~~ // ~~SECRET~~

HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY



SUBJECT: Photo Reconnaissance Systems Report No. 88

e. A weight difference of 140 lbs. or less between A and B sides of the take-up would not require a deorbit pin actuation.

f. Under the most probable reentry conditions, only the dispersion area would be affected.

3. A Tech Cert meeting was conducted at SSC on 14 April 1971 covering the 5A3 (Steerer Power Supply) and 2A1 (Platen Servo) electronic boxes. The data package for these two boxes had been previously reviewed by both Hqs. and SETS and the comments transmitted to P.E. P.E. was ill-prepared for the Tech Cert, and they did not have the majority of our previously submitted questions answered; therefore, a list of open action items was left at P.E. and the Tech Cert certificates will be signed upon action item completion.

4. PSO and P.E. personnel reviewed the drawings for the SSTC spares in an effort to determine which items can be procured directly from the vendor by PSO. PSO will provide Hqs. with a full report; however, preliminary comments indicate that approximately 43 spec control drawing items can be obtained from vendors and approximately another 150 are vendor off-the-shelf items (the SCD items are those which have to have a certain amount of special conditioning performed).

5. EK was unsuccessful in their first effort to manufacture low relative humidity SO-255 (color film). The Project Office is planning to have the capability to fly SO-255 in SV-4 (S/N 005), and this material thus would have to be made available by approximately November 1971. P.E. has a considerable number of questions regarding SO-255 as does the Project Office, and a meeting is being planned to discuss some of these questions and problems with Kodak and P.E.

6. A meeting was held at Kodak on 15 April to discuss film taper, core pressure and other such items. The Project Office had provided to Kodak a recommended interim addition to the film specification. This was discussed at length and it is clear that the issue is not yet resolved although there is basic agreement. Until such a specification is agreed upon, Kodak will continue to wind the flight rolls as they have done for the first four flight rolls for SV-1. It is felt that an agreement can be reached on a specification within a week or two.

BYE-108454-71

Page Five



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/N~~ // ~~SECRET~~**SUBJECT: Photo Reconnaissance Systems Report No. 88**

The results of core pressure monitoring tests by P.E. and Kodak clearly indicate that the core pressure decreases as a function of time. The tests at P.E. on Watermelons (large test rolls) numbers 3 and 4 indicate that rolls with pressures of 250 to 300 psi can survive severe vibration.

During the process of winding the second flight backup roll, the core pressure was exceeded, and the flight core has taken a permanent set of 1.8 mils. The core must go back to P.E. for inspection and determination as to whether it should be flown or used for test. Kodak is winding the second backup roll now on another flight core while monitoring core pressure every 2,000 ft., previous core pressure having been monitored at 15K, 25K, 50K, and 112K foot intervals. In the above overstressed core, the pressure was exceeded between the 25K and 50K foot measurements.

The core delivery situation is still very tight. Of the 10 cores previously wound, only two can qualify for flight. If outer rings are required to make the cores flight worthy, the cost will be about \$10,000 each and approximately six weeks schedule time.

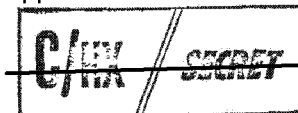
Kodak provided the Project Office with a density trace across the film defect which was found in one of the SV flight rolls showing no density effect at all.

7. The Chamber "A-1" results on SV-1 were reviewed at a Thermal Subgroup Meeting on 15 April 1971 at SVIC. The raw data indicates that, in the event the cameras are operated in a "2 sigma cold" environment, the ICD constraints on temperature radiance will be violated. The concern for this is tempered by the fact that the test configuration had some adverse features which prevents the correct environmental simulation and increased the apparent radiance during the test.

BYE-108454-71

Page Six

~~C/N~~ // ~~SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY



SUBJECT: Photo Reconnaissance Systems Report No. 88

D. Operations and Systems Analysis

1. A working meeting was held at the WCPO to review detailed procedures and techniques for using electromechanical (EM) data to explain performance anomalies and included representatives of Hqs., WCPO, SSC and SETS. The purpose was to evaluate how well EM data correlated, in specific cases, with photographic data. Several performance anomalies noted on S/N 002, S/N 003 and S/N 004 were studied in detail. In summary, it was determined that the film-to-bar sync (FBS) and MC summed error signals correlated well with photographic data, even on a frame-to-frame basis.

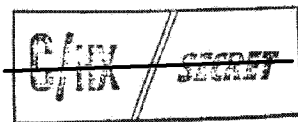
The FBS data on the "resolution discontinuity" observed on S/N 002 at the 55° collimator position clearly showed that this was due to a highly irregular FBS signal over a large portion of the "plus" side of the "B" camera format, this signal changing its position slightly and, therefore, not always being in the view of the collimator. Using the FBS signal to determine image motion errors showed that these particular errors oscillated at rates as high as .15 inches/sec. This phenomena was also observed on the FBS data of S/N 004.

Studies were also made of the MC summed error with changes in the DC level (F-knob) of film speed. SSC has been claiming, on S/N 004, that the F-knob changes caused changes in the AC film-synchronization error. Since an F-knob change was made on S/N 002 after acceptance, it was thought that this might show the same effect. However, such was not the case. In fact, the AC level got somewhat better after the F-knob change, just the opposite of S/N 004.

A detailed report of this work will be issued under separate cover.

2. In preparation for incorporating a resolution (GRD) requirement for HEXAGON, the Air Force has added an equation to their software that calculates GRD for the center of each target/WAC cell. They use the basic camera system resolution supplied by this office as a function of solar altitude and scan angle and convert to GRD by considering

BYE-108454-71  
Page Seven



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/N~~ // ~~SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 88

the scale of photography and a fudge factor,  $K_c$ . This factor is intended to account for non-optimal photographic conditions such as poor haze or target reflectance and is to be supplied for each WAC cell by the SOC. The SOC will obtain the  $K_c$  factor from a pre-mission CRYSPER run. A meeting was held at SAMSO on 14 April between Major [ ] (SAMSO), Major C. Lehman (SOC), [ ] (OSP) and M. Luther (TRW) to discuss their resolution equation and the required fudge factor. The significant results of the meeting were as follows:

- a. The Air Force will work on a gradual cut-off equation (i.e. something like  $\cosine/2 + .5$ ) for future incorporation to the software.
- b. The Air Force will have TRW add one significant figure to their program (making it 2) to cover the  $K_c$  range required in the increments necessary.
- c. CIA/PRS will modify CRYSPER to aid Major Lehman in determining the  $K_c$  factor.

E. WCPO

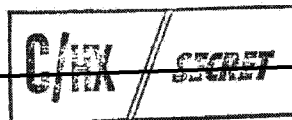
1. Two decisions of the SPO were announced at the Ops IFWG. The first was the decision by the SPO to reset the programmer clock with the resulting momentary telemetry dropout after liftoff, because the LMSC PADPACS software could not verify launch readiness if it were done just before launch. The second decision by the SPO was to recover the heat shield on RV-2 which would be allowed to contain a fully loaded take-up. This appears to be much less desirable than doing it on RV-4 and follow-up comments are being prepared.

2. A command sequence to wind all exposed film on the take-up being recovered, prior to the transfer and wrap sequence, caused some comment by the SPO and [ ]. The sequence was to permit the wind, transfer and wrap to occur within a station contact. The comments ranged from "don't wind it all" to "use the existing constant velocity sequence to wind before the station pass". Further discussion is scheduled.

BYE-108454-71

Page Eight

~~C/N~~ // ~~SECRET~~HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY



SUBJECT: Photo Reconnaissance Systems Report No. 88

3. Command checking exercises being held at the STC this week are providing opportunity for the SSC command checkers to gain more familiarity with checking 'TUNITY-generated commands. Nothing of particular significance has resulted from the exercises thus far.

4. The SETS personnel assigned to the "HOPE" software effort spent 14 and 15 April at the WCPO. The purpose was to check out the latest "HOPE" modules and support the "HOPE" rehearsal by SSC/WCFO. While some minor difficulties have been encountered, for the most part the check-out and the rehearsal have been very successful.

5. The HEXAGON Orbit Generator (HOG) software, which builds the orbit file for in-flight look-ahead, is in the final stages of checkout with documentation underway. However, the latest version of the Reports Control Manual now indicates "HOG" input will be DORBEL elements instead of BREAKWELL as previously agreed between WCPO, SOC, and SCF personnel. Evaluation of effect of this change on "HOG" readiness for SV-1 is now underway.

F. Model Status

1. SDV-III (Development Model)

SDV-III was returned to SVIC on 9 April. The shroud is being removed at this time, and SDV-III will be available for SSC to remove their components on 21 April.

2. SV-1 (S/N 003)

SV-1 is undergoing pre-ship horizontal baseline testing. Vertical baseline testing was scheduled to commence today, but will probably be delayed until LMSC can fix the gyro in the attitude reference module.

3. SV-2 (S/N 002)

All functional testing of the forward section has been successfully completed. The F/S is undergoing final inspection and should be ready for mate on 18 April. R&I of midsection has been completed, and it is ready for mate.

BYE-108454-71

Page Nine



HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY

~~C/IN~~ // ~~SECRET~~

SUBJECT: Photo Reconnaissance Systems Report No. 88

4. SV-3 (S/N 004)

S/N 004 is still plagued with "A" side tracking problems. P.E. will remove the film drive and replace it with one which has no twister in an effort to further isolate the problem. It appears that this exercise will add at least one week to the earlier 8 May 1971 ship date.

5. SV-4 (S/N 005)

The TCA and supply have both been installed in the midsection, and take-up alignment is in process. MFN 3.05 has commenced, and P.E. expects to pull film through the system for the first time next week. The system is scheduled to go into Chamber "A" 21 May assuming six days for midsection vibration.

III. Meetings Requiring Participation of Headquarters Personnel

<u>Date</u>	<u>Subject</u>	<u>Attendees</u>
<u>HQS</u>		
19 April	DCI QRC Briefing	Patterson, <input type="text"/>
20 April	DD/S&T "H" & "C" Budget Review	Patterson
<u>NPIC</u>		
20-21 April	CORONA PET Meeting	<input type="text"/> Kohler, <input type="text"/>
22 April	NPIC Operations Briefing	Brownman, Kohler
<u>RCA</u>		
20 April	Take-Up P5-1 Buy-Off	<input type="text"/>

BYE-108454-71  
Page Ten

~~C/IN~~ // ~~SECRET~~

HANDLE VIA EYEMAN  
CONTROL SYSTEM ONLY

~~C/IN~~ // ~~SECRET~~

**SUBJECT: Photo Reconnaissance Systems Report No. 88**

**IV. TRAINING**

[ ] will attend the Systems Engineering Conference being held at the Hotel Sonesta 19 - 23 April.

**Donald W. Patterson  
D/PRS/OSP**

**Distribution:**

Cy 1 - D/OSP  
Cy 2 - ADD/OSP  
Cy 3 - D/PRS/OSP  
Cy 4 - EO/OSP  
Cy 5 - SA/IS/OSP  
Cy 6 - CS/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 - NEPO  
Cy 14 - WCPO

**BYE-108454-71  
Page Eleven**

~~C/IN~~ // ~~SECRET~~

**HANDLE VIA BYEMAN  
CONTROL SYSTEM ONLY**