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FOR DR. McMILLAN FROM GEN GREER. DELIVER IMMEDIATELY.  
REFERENCE OUR CONVERSATION THIS MORNING, 4 MARCH.  
FIRST INCREMENT OF DATA ILLUSTRATING HARASSMENT AND  
NON-COMPLIANCE WITH SPIRIT AND INTENT OF YOUR DIRECTIVES  
ASSIGNING OVERALL MANAGEMENT RESPONSIBILITY TO SAFSP  
AND SYSTEMS ENGINEERING/TECH DIRECTION TO AEROSPACE  
FOLLOWS. ADDITIONAL DATA IS UNDER PREPARATION AND  
WILL FOLLOW IMMEDIATELY. THIS FIRST INCREMENT  
CONSISTING OF TWO PARTS IS A QUOTE OF MEMOS FOR RECORD  
BY GEORGE WILLIAMS OF AEROSPACE

PART I.

BECAUSE OF A SEVERE SHORTAGE OF CLEARANCES, IT WAS NOT UNTIL THE FIRST  
PART OF NOVEMBER 1964, THAT AEROSPACE AGREED THAT IT WOULD BE  
APPROPRIATE TO ACTIVELY PARTICIPATE IN A MISSION. IT WAS, AND STILL IS,  
OUR FEELING THAT THIS WOULD BE THE MOST RAPID AND EFFICIENT METHOD OF  
ACQUIRING A DETAILED UNDERSTANDING OF THE COMPLETE SYSTEM ACCORDINGLY,  
SAFSP CONTACTED THE AGENCY REPRESENTATIVE AT THE A/P (SKUNKWORKS) AT  
PALO ALTO AND REQUESTED SCHEMATICS, CALIBRATION BOOKS, BLOCK DIAGRAMS,  
TELEMETRY SCHEDULES, PAYLOAD OPERATION SEQUENCE, AND OTHER  
PERTINENT DATA AND DOCUMENTS. THE AGENCY REPRESENTATIVE RELUCTANTLY  
AGREED TO SUPPLY THIS DATA TO AEROSPACE DURING THE OPERATION.

TO CAUSE AS LITTLE COMOTION AS POSSIBLE, WE AGREED TO TAKE THE  
DOCUMENTS AND REAL TIME DATA TO A SEPARATE AREA AT THE STC AND PERFORM  
AN INDEPENDENT ANALYSIS. UPON ARRIVAL AT THE STC ON THE DAY OF THE  
OPERATION, WE REQUESTED THE DOCUMENTS AND WERE TOLD BY THE AGE  
Y REPRESENTATIVE THAT IN HIS OPINION HE DID NOT HAVE THE AUTHORITY TO  
RELEASE THEM TO AEROSPACE. THAT NIGHT, PERSONNEL FROM AEROSPACE, SAFSP,  
THE BING AT THE SATELLITE TEST CENTER, AND THE AGENCY MAN HELD A MEETING  
TO DISCUSS OUR REASONS FOR WANTING THE DOCUMENTS, WHAT WE EXPECTED TO DO,  
AND AGAIN, EXACTLY WHAT INFORMATION WE WANTED. WE EXPLAINED THAT IN

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ORDER TO DISCHARGE OUR RESPONSIBILITIES AS GSE/TO CONTRACTOR, WE REQUIRED A DETAILED AND FIRST HAND KNOWLEDGE OF THE COMPLETE SYSTEM, AND WE COULD GAIN THIS KNOWLEDGE MOST EFFICIENTLY FROM ACTUAL EXPERIENCE. FURTHERMORE, THE MOTIVATION FOR ANALYSIS AND DETAILED PROBING OF THE SYSTEM WOULD BE CONSIDERABLY REDUCED UNLESS IT WAS CARRIED OUT IN REAL TIME.

IT APPEARED THAT THE AGENCY MAN WAS MOST CONCERNED BY OUR REQUEST FOR THE ACTUAL PAYLOAD OPERATION SEQUENCE. IN AN EFFORT TO PROCEED, WE WAIVED THAT REQUEST AND IT WAS AGREED THAT THE NEXT DAY, WE WOULD PROCEED TO THE A/P AT PALO ALTO AND PICK UP THE DOCUMENTS.

AT THE APPOINTED TIME, WE ARRIVED AT THE A/P AND MADE CONTACT, AS AGREED, WITH THE LMSC MAN. HIS ANSWER TO OUR REQUEST FOR THE DOCUMENTS WAS THAT HE COULD NOT RELEASE THEM, AND WE WOULD HAVE TO SEE HIS SUPERVISOR. ON THE WAY TO THE SUPERVISOR'S OFFICE, THE AGENCY REPRESENTATIVE ASKED US TO STOP IN HIS OFFICE FOR A FEW MINUTES OF DISCUSSION. HE AGAIN ASKED US WHY WE WANTED THE DOCUMENTATION, AND WE REPLIED AS ABOVE. HE THEN FLATLY REFUSED TO SUPPLY US WITH ANY DOCUMENTATION OR DATA GIVING AS HIS REASON HIS FEELING THAT HE DID NOT HAVE PROPER AUTHORITY. HE MADE OTHER COMMENTS RELATIVE TO HIS PERSONAL OPINION AS TO WHY AEROSPACE HAD BEEN INTRODUCED INTO THE PROGRAM AND WHAT OUR USEFULNESS WOULD BE. AT THIS JUNCTURE, WE ABANDONED ALL HOPE OF OBTAINING THE DOCUMENTATIONS, DATA, OR MONITORING THE MISSION AND DEPARTED.

#### PART II.

THE FOLLOWING IS A REPORT ON AN ATTEMPT TO VISIT THE A/P FACILITY TO GATHER DATA ON VEHICLE ATTITUDE PERFORMANCE AS MEASURED BY THE CAMERA SYSTEMS TO ASCERTAIN WHETHER INSTALLATION OF A YAW PROGRAMMER WOULD BE ADVANTAGEOUS.

A MEETING WAS ARRANGED BY TELECON AND CONFIRMED BY TWX, 29 JANUARY 1965. THE MEETING WAS TO TAKE PLACE AT THE A/P FACILITY ON 2 FEBRUARY AT 10:00 A.M. AEROSPACE ATTENDEES WERE TO BE [REDACTED] AND MYSELF, MR. [REDACTED]. ARRANGEMENTS FOR THE MEETING WERE CHECKED ON 1 FEBRUARY TO ASSURE THAT THE PROPER CLEARANCES HAD BEEN FORWARDED. FURTHER, THE A/P FACILITY WAS CONTACTED BY TELECON FOR ASSURANCE THAT THE SUBJECT MATTER WAS UNDERSTOOD AND THAT APPROPRIATE PERSONNEL WOULD BE AVAILABLE.

UPON ARRIVAL AT THE A/P FACILITY, [REDACTED] AND I WERE TOLD THAT APPROPRIATE CLEARANCE FOR ACCESS HAD NOT BEEN VERIFIED WITH THE EAST COAST. MR. GODDELL, THE LMSC A/P SUPERVISOR, CAME OUT TO VERIFY THE SUBJECT MATTER TO BE DISCUSSED SINCE THERE SEEMED TO BE SOME CONFUSION IN [REDACTED]'S MIND. [REDACTED] IS THE AGENCY REPRESENTATIVE AT THE A/P). [REDACTED] STATED THE MEETING PURPOSE AS "FEASIBILITY OF A YAW PROGRAMMER". WE VERIFIED THE INTENT AS ESTABLISHMENT OF ATTITUDE CONTROL INFORMATION AND WHAT DATA IF ANY WERE AVAILABLE. MAJOR BLATZELL OF SAFSP, RETURNED SHORTLY THEREAFTER AND INFORMED US THAT THE MEETING WOULD PROBABLY BE AT 1:00 P.M. AFTER VERIFICATION OF NEED-TO-KNOW BY THE EAST COAST.

WE DEPARTED THE FACILITY AND UPON RETURN AT 1:00 P.M. WERE INFORMED THAT THE MEETING WOULD NOT BE HELD AND WE SHOULD CONTACT COLONEL MURPHY OF SAFSP AND MR. [REDACTED] OF AEROSPACE. WE DEPARTED THE FACILITY AND CONTACTED COLONEL MURPHY AND [REDACTED] 1:30 P.M. AND WERE TOLD THE MEETING WAS OFF UNTIL ACCESS WAS GRANTED BY THE EAST COAST PERSONNEL. ALL OF THE ABOVE CONTACTS AND INTERCHANGES WERE ACCOMPLISHED AT THE GUARD'S DESK. WE WERE AT NO TIME ALLOWED BEYOND THE GUARD/RECEPTION AREA OUTSIDE THE FACILITY. WE THEN RETURNED TO THE SAN FRANCISCO AIRPORT AND LOS ANGELES.

WE WERE NOTIFIED ON RETURN TO LOS ANGELES, THAT ACCESS HAD BEEN GRANTED ABOUT 2:00 P.M., BUT ATTEMPTS TO CONTACT US HAD BEEN UNSUCCESSFUL. IT IS NOW INTENDED THAT THE MEETING TAKE PLACE 9 FEBRUARY 1965 SINCE PARTICIPANTS CALENDARS ARE FULL UNTIL THAT DATE.

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CFN: 72 16 CORONA DR. McMILLAN FROM GEN GREER  
WILL RERUN ON REQUEST  
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