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(S) NATIONAL RECONNAISSANCE OFFICE
WASHINGTON, D.C.

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THE NRO STAFF

November 13, 1973

MEMORANDUM FOR THE RECORD

SUBJECT: Aviation Week Article "Weather Coverage"

On page 11 of the November 12, 1973 issue of Aviation Week and Space Technology an article titled "Weather Coverage" appeared in the Washington Roundup column. Much of the information is erroneous or misleading.

The OMB proposal is that the DOD operate the low altitude polar-orbiting meteorological satellites, and NOAA/NASA operate the synchronous metsats and the medium altitude Nimbus research vehicles. Additionally the DOD and JCS position is that we control fully only the early morning and near-noon polar orbiter. (This point is not negotiable since these vehicle's primary mission is support to the NRP photo reconnaissance satellites. Should NOAA desire additional low polar orbiters, the OMB proposes that the DOD spacecraft bus be used with orbital times and instrumentation as specified by NOAA/NASA. Such a system would result in a national cost savings of some \$100-150 million over a four year period.

According to the Congressional Record, Senator Moss concluded his remarks by mentioning that if DOD management of the low orbiter system resulted in substantial cost savings the issue would require reconsideration.

As far as the military management "adversely effecting international efforts," the U. S. Military Weather Services are already active participants in the WMO and in the operational planning for GARP experiments.

The weather pictures from Air Force Weather satellites have not been "reclassified." Certain metsat data taken over the Mideast during the recent crisis have not been deemed appropriate for public release by Mr. Beecher, OSD/PA. The reason for this "hold" is due to widespread news speculation on the use of satellite reconnaissance during the crisis, with the U. S. supplying intelligence to Israel and USSR data going to the Arab nations.

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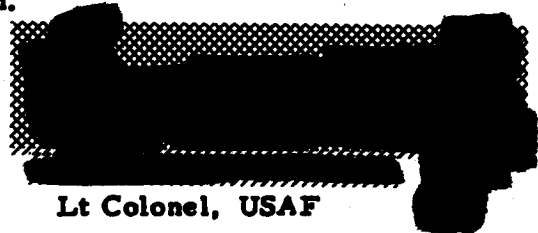
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Except for these few photos, all Air Force metsat data continues to be provided to the civil and scientific community through the NOAA archive at the University of Wisconsin.



Lt Colonel, USAF

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P.M.
AWAST
Nov. 12, 1973

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to replace Arab losses are

... Warsaw Pact nation stockpiles. The heaviest rail traffic in the past two decades is moving the supplies to Russian Black Sea ports for seafast to Syria and Egypt and to airfields in Hungary for air transport. Two more brigades of Soviet-manned Scud missiles have been airlifted to Cairo West airport in Antonov An-12 transports since the Oct. 22 cease-fire. Soviets are urging Egypt and Syria to make good their losses in trained personnel—such as tank commanders and aircraft pilots—with “volunteers” from other countries.

House Appropriations defense subcommittee bill, now scheduled for presentation to the full committee Nov. 13, contains sizable cuts in major weapons programs for Fiscal 1974. The USAF/McDonnell Douglas F-15 fighter has been reduced from 77 aircraft to 68 and funding for the LTV Aerospace A-7D has been significantly reduced. The A-7 funding may be reinstated in a trade for the F-15s cut during conference with the Senate. USAF's Rockwell International B-1 bomber appears to have escaped major cuts other than the \$25 million slashed in authorizations. But Navy has not fared well on major programs. The Trident submarine has been cut by \$250 million, which would slow down construction. Navy's sea control ship project has been reduced to funding to continue the study for another year.

Weather Coverage

Office of Management and Budget proposal that Defense Dept. operate all U. S. weather satellites was strongly criticized last week by Sen. Frank E. Moss (D.-Utah), chairman of the Senate Aeronautical and Space Sciences Committee. Sen. Moss said such a move would violate the provision of the National Aeronautics and Space Act of 1958 that civilian agencies conduct peaceful activities in space. It also would adversely affect such international cooperative efforts as the Global Atmospheric Research Program and World Meteorological Organization projects.

Noting that “budget season”—the annual occasion when agencies thrash out their budget requests with OMB—is at hand, Sen. Moss said he hopes that such “precipitous decisions” as moving civilian satellites to the Defense Dept. will not be made. Defense and Commerce departments already are working toward a single meteorological satellite system (AWAST Sept. 24, p. 9). To further compound the issue, Defense Dept. officials last week reclassified weather pictures taken by Air Force satellites, even though USAF had previously removed their secrecy classification. Air Force had been providing the pictures to such civil agencies as the National Weather Service and the National Science Foundation.

Fuel Cuts

U. S. labor unions already are expressing doubts over the airline industry's quick reaction to the fuel shortage, which took the form of cutting flight schedules on U. S. domestic routes. Airline unions have drawn the full support of George Meany, head of the AFL-CIO, in their criticism of carriers' recent actions in the reduction of capacity. Labor's attitude was summarized last week in a letter written to leading congressmen by John J. O'Donnell, president of the Air Line Pilots Assn. He wrote that pilots were taking steps that would contribute to the conservation of fuel and then added: “We are deeply concerned that a further cancellation of flights . . . may do irreparable harm to the nation's overall economy in the long run. Frankly, we are further concerned that the airline industry may see this problem as a windfall chance to correct its overcapacity errors, and attempt to use the fuel shortage as an opportunity to cut service on routes now providing the lowest profits.”

I'm Shuttle, Fly Me

All the innovations in the space shuttle will not be technical. Women will be among the crewmembers, NASA Administrator Dr. James C. Fletcher promised the Senate Aeronautical and Space Sciences Committee when he reported recently on Ames Research Center tests on USAF nurses (AWAST Oct. 29, p. 18). “I'd like to see you give it a try. It might break up the monotony,” Sen. Barry Goldwater (R.-Ariz.) responded. Mixed crews also must be seriously considered for long-duration missions of a year or more, according to Dr. Charles A. Berry, NASA director for life sciences. Writing in an aerospace medical journal, Dr. Berry argued that “lack of normal heterosexual relationships could cause a significant buildup of emotional tension.” The question of mixed crews may not be as delicate as NASA officials once thought because sexual mores have changed significantly, Dr. Berry added.

—Washington Staff