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NO. [REDACTED]

11 November 1966

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: J. McDonald, V. Webb

FROM: [REDACTED]

SUBJECT: PROGRAM MANAGERS' MEETING - 8 AND 10 NOVEMBER 1966

1. The Corona Payload Managers' Meeting convened at 1510 on 8 November and again at 0830 on 10 November. In attendance were Messrs. [REDACTED] Madden, and [REDACTED] from [REDACTED] and [REDACTED] from [REDACTED] and [REDACTED] from [REDACTED] Contractor; and [REDACTED] and [REDACTED] (not on the 10th) from the Resident Office. In addition, [REDACTED] of LMSC attended the meeting on the 10th.

2. [REDACTED] opened the meeting and discussed the following subjects:

A. The Corona Contractors were authorized to commence the implementation phase of the new stretch out Program (i.e. the 10, 10, 9, and 6 Program). The schedule that was given at the previous Managers' Meeting was accurate enough to use to commence the implementation phase. Meanwhile, the Resident Office, in conjunction with A/P, would review the schedule in detail and issue a new schedule if required.

B. [REDACTED] reported that up to three J-1 instruments could be stored at VIDYA. It is considered that this would be adequate and J-1 instruments would be available as required to meet the A/P system tests schedules. J-3 instruments would be so scheduled as to not require stowage at VIDYA - i.e. they would be handled as current J-1's are now being delivered.

G.E. stated that there would be no problem to storing up to 8 SRV's at Philadelphia for the J-1 Program. We could again call these instruments out as required to meet A/P schedules. This would insure meeting flight and back-up requirements and, further would reduce the possibility of shipping LOL/LCL critical items to A/P, assuming J-1's were stored here.

C. The Program Managers were requested to investigate the future use of the Corona Payload as a test bed for experiments such as the CD-20, mapping missions only, or for radar altimeter tests. It was indicated that a new J-4 system was not visualized by this request. A discussion of the Managers' findings would be made at the 13 December Program Managers' Meeting.

Declassified and Released by the NRC.

in Accordance with E. O. 12958

on NOV 26 1997

NO. [REDACTED]

D. The 1 November PERT outlook was reviewed by [REDACTED]

1. November 1 PERT outlook is a negative 5.8 weeks slack. This is an improvement of 9 weeks since 1 August and 2 weeks in last month. Discussion at the Program Managers' Meeting on 8 November indicated possible substantial improvement in next month due to emphasis placed on critical items and replanning now in progress. Based on above, I have good confidence in meeting July 1967 first J-3 flight unless major setbacks, now unforeseen, occur in QR-2 Qual or CR-1 Acceptance.
2. Detailed analysis
 - a. Most critical path of -5.8 weeks flows thru four areas of effort of [REDACTED] (capsule cover, eng. test vehicle tests, specification preparation and checkout of AGE No. 1/801/802) and the Qual Testing of QR-2 at A/P. [REDACTED] stated that emphasis in their four areas will result in completion on or ahead of estimated dates. For example the ETV has been released from engineering to QC for test on 11/5/66 (expected time was 11/11/66). Main problems, in my estimation, rest in the qualification of QR-2 at [REDACTED]. One of the major problems is receipt at A/P of critical components from vendors and need to rework components furnished by vendors. Main components being delivered late are: pressure vessels for FMU, AD converters, and commutators for AFT TM box, switches and power supply for slope programmer, machined parts for TUNA and DISIC water seal. Mount installation jigs and door frames for QR-2 conic section were late and when received the door frames required rework as they were not made per drawings. A/P has established a daily expediting procedure to provide continual check of components showing late expected delivery. Also, A/P planning on ways to circumvent impact of late item deliveries such as putting the first received AD converter and commutator for the AFT TM box in QR-2 and performing component qual on the second units received.
 - b. Second most critical path shows - 5.2 weeks slack. This is a double path - one flows thru the [REDACTED] recovery capsule assembly and thence through the QR-2 qual path of para. 2.a. This constraint is primarily software (interface specs and drawings approvals now completed) and appears relieved. The second path flows thru receipt of instruments #302/303 from [REDACTED] but contains a 5 week error caused by non-removal of an IBM card during PERT processing. Hence, event No. 389 on the chart furnished you should be placed at 1/31/67 vice 3/7/67. This is being corrected. In short, as of now, expect no problem in [REDACTED] meeting delivery schedules.

NO. [REDACTED]

c. FERT indicates other areas of concern, these are:

1. Recovery Programmer Qualification [REDACTED].
2. Completion of electrical and mechanical portion of J boxes [REDACTED].
3. CRI Acceptance Tests [REDACTED].
4. Various harnesses design and mfg. [REDACTED].

[REDACTED] and [REDACTED] were requested to submit a FERT analysis together with actions they are taking to reduce the negative slack to the Resident Office by 17 November 1966.

- E. A discussion was held on the requirement for a 36 hour test under vacuum conditions vs. a 5 day test under vacuum for those DFD's which will not be shipped to A/P in time to meet TASC tests. After much discussion it was determined that (1) the DFD's would not be accepted for flight if there were no vacuum testing done; (2) it would be preferable to have the DFD's go through TASC along with the system in which they would fly; (3) however, because of the problems in obtaining shutters from [REDACTED] for the DFD's (which is the main contributor to the late delivery of DFD's) it appears that there will be about 8 DFD's that will be required to go through a minimum of 36 hours testing at Boston prior to shipment at A/P and (4) A/P was requested to look into the possibility of setting up a jury rig in one of the LMSC Sunnyvale chambers to simultaneously test two or more DFD's as they are received from Boston. Apparently, there could be a mass delivery of DFD's once shutters are received from [REDACTED]. Optimistically these shutters could be received about 20 December, however, it appears more realistic to count on delivery of these shutters in January 1967; (5) [REDACTED] was authorized to ship DFD # 107 which had received 36 hours of testing under vacuum conditions (no thermal sweep). Of the 498 frames that were run on these DFD's, 43 had some Corona, however, only 4 frames were at the 0.4 density or greater level. It was decided that this would be acceptable from a systems standpoint.
- F. A discussion was held on the need to change current contracts to reflect the current J-1 flight schedules and hence the delivery of J-1 units to the customer. It was decided that, after a revised schedule was made which reflects the 10, 10, 9, 6 flight planning, the revised delivery dates of the J-1's would be sent to [REDACTED] for approval consideration as part of the contracts.
- G. A/P will furnish payload vibration data from the J36/Thorad flight to [REDACTED] and [REDACTED] for their information.

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NO. [REDACTED]

3. [REDACTED] Madden, [REDACTED] and [REDACTED] made the management reports for their companies. Attached are the copies of the latest reports. I have included notes in each of the reports to indicate action that will be taken or points for clarification.

4. My evaluation of the Program to date is:

- A. J-1 Program - We are still beset with problems in achieving proper hardware components from the various associates (especially DFD's, ejection programmers, electrically actuated ballast cutters, and thermal switches) and in the need for rework of certain items at [REDACTED] however, I feel that much has been accomplished by the management team to eliminate major problems to the extent possible. I look for no further major J-1 problems and continued emphasis by the managers to ensure high quality hardware.
- B. J-3 - I believe that with proper management attention from each of the associate contractors and the Resident Office, we have a good chance at meeting a July '67 flight of J-3. The PERT analysis given in paragraph 2 above covers most of the problems involved.

5. The next Program Managers' Meeting was scheduled for 13 December at A/P.

Attachments: [REDACTED]