



16 December 1966

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: J. McDonald
V. Webb

FROM: [REDACTED]

SUBJECT: PROGRAM MANAGERS' MEETING 13 DECEMBER 1966

1. The Corona Program Managers' Meeting convened at 0900 on 13 December. In attendance were Messrs. Madden and [REDACTED] from [REDACTED] [REDACTED] from [REDACTED] and [REDACTED] (part time) from [REDACTED] Contractor, [REDACTED] and [REDACTED] from [REDACTED] and [REDACTED] and [REDACTED] from the Resident Office.

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

- a. The Corona flight schedule. The next flight (J-34) is scheduled for 17 January 1967 with one for February (the 20th) and one per month thereafter thru June of 1967. The future flight schedule remains the same as promulgated at the November Managers' Meeting.
- b. All of the Program Managers were informed that the stretch out Program as planned during the October meeting and implemented during the November meeting is now in effect. All of the contractors had previously sent in the cost impact of this stretch out to J. McDonald.
- c. It appears that the only remaining stowage problem for the J-1 Payloads is in the [REDACTED] area. VIDYA can store up to 3 payloads at Palo Alto. Approval was given for [REDACTED] to store J-1 payloads (PG 9 and J-48 thru 50) at VIDYA. VIDYA has indicated that it will cost about [REDACTED] for the first year and [REDACTED] annually thereafter, for the rent of the space. The first years operations include the necessary one-time construction and installation of security measures (sonic detection system) for storing these payloads.
- d. The subject of spare parts was discussed. [REDACTED] is currently working on detailing the philosophy and numbers of spare parts needed for the instruments. Upon completion of this analysis, a copy will be sent to the Resident Office for coordination with AP, and final approval. [REDACTED] and [REDACTED] contractor are currently negotiating the number and identification of spare parts that will be needed both at the factory and at AP. It is estimated that this negotiation will be completed in about one month and presented to the Resident Office for approval. The Resident Office Staff is working with [REDACTED] and AP in this study.

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- e. The major Quality Test Spec/Acceptance Test Spec changes were reviewed and, in addition, detailed changes were furnished to [REDACTED] of [REDACTED] and Madden of [REDACTED] for their study. As a consequence of their review of the details and the discussion of the major changes, the Qual Test Spec and the Acceptance Test Spec were approved for implementation on 14 December.
- f. The subject of whether QR-2 shall be a 100% qual'd rather than the 70% qual now called out was discussed. AP and [REDACTED] will look into the desirability of putting QR-2 thru a 100% qualification cycle. The cost and effort impact of this additional qualification would be determined. In addition, AP was requested to comment on the additional confidence that could be expected if 100% qualification limits were authorized. It was requested that this item be discussed at the next Program Managers' Meeting scheduled for 11 January 1967.
- g. The subject of the availability of DFD's for the J-1 Program was discussed. It was decided that the first four sets of shutters from [REDACTED] would be installed in DFD's and given normal acceptance testing and sent to AP. The 36 hour special vacuum test would be used on about four to eight DFD's (depending on the number of DFD's which will have to be assigned to systems at AP) which have gone through TASC without their assigned DFD's. The expected date of availability of shutters from [REDACTED] was indicated to be the 18th of December for about 14 units.
- h. [REDACTED] distributed a milestone list that will be used for the J-3 overall program and for each of the contractor's efforts. The Program Managers were requested to review the milestone list and forward any obvious errors to the Resident Office.
- i. The PERT analysis of the 1 December data was made by [REDACTED] wherein he indicated that the program is now about 3.4 weeks behind a scheduled readiness for launch of J-3 on 24 July 1967. The major critical path is through the AP activities, primarily those which concern the various electrical boxes (command, pyro, TM, etc.). A copy of the latest computer run was given to both Madden and [REDACTED] for their review and appropriate action.
- j. Each of the Program Managers suggested items for possible development using the Corona Program as a test bed. Some of the items that were suggested were:
- 1) Land recovery of SRV's.
 - 2) Bomb damage assessment flights - one time affair.
 - 3) Use of Corona as a test bed for nuclear power supplies.

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- 4) Use of ESM on Corona heat shields.
- 5) Recovery of the entire instrument subsection.
- 6) Further efforts on IR - this to be in conjunction with [REDACTED] and the Resident Office.
- 7) A test program to determine the long terms effects of the space environment.
- 8) Counter measure systems relating to recovery in inaccessible areas, degree of interception or possible destruction of the Corona payload, use of real time readout, and lazer potential.
- 9) An improved data recording system.
- 10) The use of a stellar comparator to improve accuracy.
- 11) Use of a radar altimeter.
- 12) Combining photographic and [REDACTED] reconnaissance in one mission.
- 13) An improved command system compatible with the SGLS tracking system.
- 14) Piggy-back of [REDACTED] on the J-3 instruments.
- 15) The use of the Agena/Thorad vehicle for carrying a mapping and charting photographic system.

The above items will be discussed with [REDACTED] on his visit here during the week of 19 December and those considered appropriate will be put in proposal form and forwarded to [REDACTED] for their appropriate action.

3. [REDACTED] Madden, and Baker each reviewed their programs, highlighting items contained in their Program Management Reports which were of major import. A copy of the Management Reports has been forwarded to [REDACTED] by [REDACTED] acting as courier. The projected weight of the J-3 payload was discussed. Since we are now about 25 lbs. over the specified weight, the Program Managers were again exhorted to review possible areas where weight could be saved as consistent with good payload performance and safety. Since instrument numbers 300/301 will soon be going through an acceptance check, Madden was requested to send the power profile to the Resident Office and AP as soon as he could.

4. My evaluation of the Program to date is:

- A. J-1 Program - There are still problems in the J-1 hardware. For example, AP is still correcting the interlock (detent)

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problem on all the units at AP. [REDACTED] is handling this correction on units not shipped. We have not solved the DFD availability, although the outlook is favorable (on 19 December bad news was received to the effect that 14 shutters at [REDACTED] were seriously damaged by fire). There are overage shield and other LOL/LCL type problems because of the stretch out. The need for the Program Managers to keep their eyes on their J-1 balls is still obvious. The Resident Office will ensure to the maximum extent possible, that [REDACTED] and [REDACTED] GFE, as bought off, meet all of the specified requirements.

- B. Despite a negative slack of 3.4 weeks shown by the J-3 PERT Program, there appears to be more problems in this area than evidenced by the smaller negative slack. Specifically, I note that there has been small slippages of schedules both at [REDACTED] and [REDACTED]. It does not appear that these slippages will affect the overall qualification program at AP, however, they are indicative of the types of problems that can be expected when the program gets more into the qualification of QR-2. AP still has procurement problems. Action has been taken with the Air Force to attempt to reduce the lead times that vendors are now quoting. Some success has been achieved in this area, however, until AP obtains all of the necessary electrical switches and connectors on the critical list, there is little that can be done on fabricating and checking out the necessary J boxes. My evaluation is that we are nearly 5 to 6 weeks behind schedule at this point, rather than the 3.4 weeks shown on PERT, primarily because the time estimates used by AP do not reflect the obvious pessimism of that associate contractor. However, the time for recommending a delay of the first J-3 flight is not until April of 1967. I believe that in April 1967 we will have a much clearer evaluation which will lead to a straightforward decision.

5. The next Program Managers' Meeting was scheduled for 11 January 1967 at AP, following the Electrical System Design Review.
- [REDACTED]