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21 April 1967

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: [REDACTED]

FROM: [REDACTED]

SUBJECT: Program Managers' Meeting - 19 April 1967

1. The Corona Payload Program Managers' Meeting convened at 0900 on 19 April 1967. In attendance were Messrs. [REDACTED] and Madden from [REDACTED] Contractor; [REDACTED] from the Resident Office.

2. Since the Readiness Review on 18 April had covered in great detail the schedule performance and status of each of the associate contractors, the Program Managers' Meeting concentrated on solving several immediate problems. The problems discussed were:

- A. [REDACTED] desire to reschedule CR-3 for delivery to AP on 26 June 1967 vice 6 June 1967. [REDACTED] desires this change because this would be the first system that would use UTB film and the material change detector and a longer than usual test cycle was considered necessary. There was also the problem of the encoder malfunctioning on CR-2 which is impacting on CR-3. In discussing the impact of this schedule change on the AP schedule, [REDACTED] pointed out that the limiting factor at this point may be the availability of the HIVOS facility to handle CR-3 chamber test at the time needed (it may be needed for the [REDACTED] thermal model tests). Since there were many intangibles, it was decided that [REDACTED] would proceed with delivery as close to June 6 as possible and that AP would analyze and firm up the HIVOS test schedule bearing in mind a possible late delivery of CR-3. A decision would be made, about 1 May, as soon as these intangibles were firmed up as to what would be best mutual delivery date for CR-3.

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In Accordance with E. O. 12958

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- B. There is apparently a film slip or a problem that evidences itself like a film slip on QR-2. The manner in which this is evidenced is by the data block being fairly well smeared or double printed. AP and [redacted] were to investigate this problem and to report possible solutions (an initial look indicates that there may be electrical signal malfunctioning causing a good portion of the problem - [redacted] and AP will run some special tests).
- C. Another problem is to devise some means of cleaning the rails on the J-3 system without removing the camera subsystem from the barrels. The emulsion on the film apparently rubs off onto the rails, tending to clog the FG holes and dirty the rails. To save test time and unnecessary AP effort, a device or a method allowing cleaning of the instruments while in the barrel would be highly desirable. AP and [redacted] are investigating for solution.
- D. In order not to interrupt the QR-2 schedule and yet provide a system that is near to flight configuration as possible, it was decided that (1) the encoders in QR-2 would be sent to Boston for modification of the grounding clamp (there is no encoder test equipment at AP to do this work here), (2) the harnesses would not be modified until it was necessary to do so prior to the preparations for vibration tests of QR-2. (3) The encoders would be modified and tested in Boston and returned to AP by Monday, the 24th of April and then installed in QR-2. (4) The Zenon flash tubes and the DC DC converter could be shipped next week on Tuesday and installed in QR-2. It is not necessary for the instruments to be out of the barrel when the Zenon flash units and DC DC converters are installed.
- E. [redacted] indicated that the qualification of the in-flight disconnect and the qualification tests of the ETV were the major items to be completed and that he would have [redacted] personnel here at AP on the 20th and 21st to perform the modifications for the guillotine on the J-3 SRV's now at AP.

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- F. There was some question as to whether each SRV would be required to go through weight and balance. It was determined, at least for the foreseeable future, that each SRV would be weight and balanced prior to installation in the system.
- G. The question was brought up in the Readiness Review as to the need to have redundant wires going to the redundant battery heaters. This appeared to be primarily a problem in obtaining sufficient pins through the 61 pin connectors to achieve this redundancy. [REDACTED] would analyze this situation to see if truly redundant battery heaters could not be achieved.

NOTE:

We do not have redundant wires or heaters in the J-1 system; however, the J-3 system will probably be running much colder than the J-1 system. After the CR-4 flight has been achieved we would have more pins free for installation of dual redundant wires, since the tape recorder is planned to be removed on CR-5 and up.

- H. [REDACTED] will inform [REDACTED] and the Resident Office as soon as each individual tests on the ETV are completed. As of this point in time, the vibration test, the pre-electrical test, and one separation test has been successfully completed; however, complete analysis has not been done. It is not expected that the complete ETV test would be conducted until the middle of May when a final report will be issued.
- I. There was a question as to the number of accelerometers that should be put on QR-2 in order to know the vibration criteria at various sections and components in the payload. There has been no provisions for putting accelerometers on the interface between the payload barrel and the SRV's. A meeting was held between [REDACTED] and [REDACTED] to attempt to resolve this. In view of the fact that the ETV vibration testing has been completed and about 50

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channels of accelerometer data was achieved on this test, [REDACTED] would reduce this information and then meet separately with AP to determine if accelerometers would be required at the AP/[REDACTED] interface.

- J. [REDACTED] handed out a list of PERT events that have not been completed and requested that [REDACTED] and [REDACTED] send in monthly reports against these until all items were completed.
- K. All associate contractors have now submitted a Line of Balance Report. [REDACTED] will get together with AP personnel to develop an integrated Line of Balance chart for reporting status of hardware beyond CR-1.

3. The meeting adjourned and a date of 17 May was set for the next Managers' Meeting at AP.

Patel
[Signature]

[REDACTED]

[REDACTED]