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Copy No. [REDACTED]

23 August 1967

MEMORANDUM TO HEADQUARTERS

TO: [REDACTED]

INFO: [REDACTED]

FROM: [REDACTED]

SUBJECT: Program Managers' Meeting - 22 August 1967

1. The CORONA Payload Program Managers' Meeting was convened at 0900 on 22 August 1967. In attendance were Messrs. Madden and [REDACTED] of [REDACTED] of [REDACTED] and [REDACTED] of [REDACTED] Contractor; [REDACTED] of IMSC Sunnyvale; Colonel Murphy from [REDACTED] and [REDACTED] from the Resident Office; and [REDACTED] of [REDACTED]

2. The first agenda item was a review of the CR-1 readiness for flight.

a. Madden reported that there were two problems attendant to the CR-1 testing.

(1) The first of these concerned the DDSC. During the chamber testing of the CR-1 the 200 PPS time marks on the material was performing erratically on one side. This unit was sent back to [REDACTED] who established quite definitively that one of the modules was oscillating erratically when warmed up. A replacement module was provided for this unit and the unit shipped back to AP. Madden recommended that this unit be used on CR-1.

(2) The second problem mentioned was the apparent loss in resolution when using glass filters. It was determined that the glass filters provided AP were of poor quality and, hence, would not give the resolution of the gelatin filters. It was decided that the gelatin filters would be used in the primary position and that a decision would be made later as to which filter would be used in the secondary position. This decision would depend

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on the results of [redacted] providing after-tests suitable glass filters for a backup position.

b. [redacted] of [redacted] reported that all components were tested and qualified and that he could see at this time no problems that would prevent CR-1 from flying on 12 September as far as the SRVs were concerned.

c. Colonel Murphy indicated that although the DISIC had some problems with Corona markings and with the take-ups, he did not consider that these should prevent the flight of CR-1 as early as possible.

d. [redacted] of [redacted] Contractor presented the qualifications status of the [redacted] black-boxes and equipment, results of the QR-2 testing, CR-1 testing, indicating the problems involved, and the action taking place to solve the problems. A copy of [redacted] presentation is attached for review. In general it can be concluded from APs presentation that all major problems have been solved or are in the process of solution. Answers will be available by the 12 September flight readiness date. As can be seen by the schedule, which is quite tight, there remains only a few days, Sundays and holidays, in which to take care of any unexpected occurrences.

3. The CR-1 launch readiness review was completed and with the concluding remarks that a booster change was under consideration but that the vehicle would be ready for a 12 September launch. Barring any unforeseen circumstances the payload will mate on 10 September and launch 12 September.

4. After a recess, in which the few members of the ROTTS staff who were present and Colonel Murphy left, the Managers' Meeting was resumed. The main points covered following the recess were:

a. CR-3 will be delivered from [redacted] to AP on 23 August. It will be without its xenon flash package, fiber optics and electronics, and will not include inductive type power supply at this time. AP was to furnish [redacted] with a need date for these units. Madden indicated that he was fairly certain that he could provide these units sometime within the next month or so.

b. [redacted] requested the Program Managers' to review their efforts on J-3 with a view towards outlining within the next three months items of costs which were not included in the FY-1968 budget. These items would

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include for example the necessity for providing additional forebodies because of over-age shields, overhead and G&A changes, increases in the amounts and specific tasks which have been approved in the budget, such as the shift register increases, and any items now considered outside the scope of the contract which have been covered by or will be covered by AWAs. [REDACTED] indicated that there would probably be another budget review with the [REDACTED] office in about three months.

c. After much discussion it was determined that the replacement shields for systems which have already gone through the task chamber would not be required to be tested at thermal altitude. There is as much evidence that shields are good when either they go through thermal altitude tests or do not go through the thermal altitude tests. Because of the lack of PN test data, shield analysis has as much mystery to it as the Corona marking on the films.

d. Discussion was held on the necessity for activating the dream-boat batteries at AP two days in advance of what is now being done. Three batteries are now undergoing tests at [REDACTED]. These tests should be completed in about one weeks time. After the results are known a battery expert from [REDACTED] will visit AP to firm up activation procedures in the field.

e. The following miscellaneous subjects were discussed and were required to be investigated by the action addrees indicated.

(1) AP reported that there were no spare rejection programmers here as the ones for J-47 had to be returned to [REDACTED] for rework. [REDACTED] is investigating to see when these will be returned to AP in order to continue testing of J-47.

(2) AP mentioned that J-48 detents were reworked here and requested that Madden check into the status of the detents on J-49 and 50 and if in fact they had not been reworked at [REDACTED] plans would be made to have them reworked here. It was the understanding of the Resident Office and AP that J-47 through J-50 would have the detents reworked at [REDACTED] prior to shipment to AP.

(3) The test plan for the UTB tests on QR-2 was reviewed by the members. This plan is outlined on one of the charts on the enclosure. It was generally agreed that all participants could provide the necessary services to conduct these tests. [REDACTED] would insure that QR-2 is in the proper configuration to handle

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the UTB and would provide the Northeast high efficiency amplifier and the material detection device. This test planned for about the latter part of October or so would be a 14-day chamber test.

5. It is planned to have all of the managers convene at Vandenburg for the launch of the first CR-1 flight on 12 September. Security has been requested to look into the feasibility of allowing all Program Managers access to Vandenburg to witness this flight. A firm date for the next Program Managers' Meeting was not set but would be dependent on the activity relative to CR-1 flight.

Attachment:

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