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SAMOS HISTORICAL CHRONOLOGY
1 January - 30 June 1961

10 January 1961

Debris Problem. IMSD was contractually required to investigate the re-entry debris problem associated with the return of a satellite from orbit. From the investigation, IMSD was directed to determine modifications necessary to the Agena to either prevent any debris re-entry or to direct the impact in a known area. A plan of study will be submitted in February.

13 January 1961

Investigations were started for the modification of the GE MOD II Guidance Station associated with launch complex 65-1 at Vandenberg Air Force Base. The modification would permit the use of improved airborne equipment. Launch Complex 65-1, according to notification to SAFSP, would be returned to ARDC by 1 February 1961.

13 January 1961

A message was received from HQ USAF (AFXPD-PL) stating that a briefing would be presented by AFEMD on 23 and 24 January to the Director and Staff of the Net Evaluation Subcommittee of the National Security Council. The briefing to be given at AFEMD would include discussion on the programmed capability of SAMOS oriented to end Cy 1963.

17 January 1961

MARC Program. A discussion of material selection, material test program, and test facilities was held with the Martin Company. Martin Company was asked to outline a materials test program and to establish test requirements to be presented to Aerospace Corporation for review on 26 January 1961.

23 January 1961

An Aerospace/AFEMD Management Plan was completed and provided SAFSP on procedures for management of the SAMOS Program II through the use of two types of meetings, i.e., the AFEMD Management Meeting and the Aerospace Technical Direction Meeting.

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23 January 1961

The Net Evaluation Subcommittee, NSC, was given a general SAMOS Program briefing by General Greer and Colonel Evans.

25 January 1961

General Carroll, The Inspector General, USAF, met with the Director, SAMOS Project to discuss inspection to be made of SAMOS/MIDAS/DISCOVERER. General Greer briefed General Carroll on the SAMOS Program and discussed the appropriateness of inspecting SAMOS under its new management system, OSAF.

30 January 1961

AMR. A study was performed to determine the pad availability at the Atlantic Missile Range for use by a Titan II/Agna B vehicle. The study indicated that the earliest possible date this could be done would be mid 1963.

31 January 1961

Communication and Control. A decision was made to use the present VERLORT tracking net with the addition of a new VERLORT tracking station at Annette Island, Alaska, to meet SAMOS Program II requirements (Project 201). Aerospace Corporation was instructed to conduct a study to determine methods of improving the VERLORT net to provide more accurate tracking for future requirements.

31 January 1961

PMR. PALC Site No. 2 has a design phase completion date of 17 April 1961; construction is to start shortly thereafter and first pad ready for launch operations by 15 November 1962.

31 January 1961

MAB. A study of the existing MAB at VAFB was accomplished for the purpose of determining adequacy for Program II efforts. The decision was made to convert approximately one-half of the Convair Atlas Booster area to the use of the SAMOS Program. To support the increased requirements of PALC Nos. 1 and 2, PMR, a new first-stage booster MAB is being written into the Development Plan. When this space becomes available, it will enable the SAMOS Program to expand into the remaining one-half of the Booster Area.

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✓ 31 January 1961

SAMOS vehicle 2102 was successfully placed into polar orbit (launched from FMR at 1223 hours).

3 February 1961

Dr. Charyk was given a briefing by Colonel William G. King, Jr. on results obtained from the flight of Agena 2102.

✓ 14 February 1961

In accordance with verbal direction from the Undersecretary of the Air Force to the Director, SAMOS Project, SAMOS/Agena 2103 was cancelled. This action was confirmed one day later by message from SAFSP-VT to SAFMS (15-2-13).

✓ 16 February 1961

Recovery. A decision to remove air snatch recovery considerations for SAMOS Project 201 from the recovery system design was made at the General Electric Technical Direction Meeting 15 and 16 February 1961.

21 February 1961

Decision was made to accept the Aerospace recommended Materials Test Program for Martin Company (MARC Program).

✓ 25 February 1961

SAMOS Project 201 initial drop and recovery area was defined as Johnston Island Atoll.

27 February 1961

The Honorable Eugene M. Zuckert, Secretary of the Air Force, was given a briefing on the SAMOS Program by the Vice Director for Technical Matters.

28 February 1961

Firm agreements on the interface between the Agena B and the payload vehicle for Project 201 was reached between General Electric and LMSD. No problem areas existed at the time to prevent design progress.

✓ 9 March 1961

The Martin Company MARC Program was cut back to [REDACTED] per month per TWX SAFSP-MS-SHM-61-29. The new program will specify a study project only through the engineering and mock-up phases.

3

SAFSP-L-87

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✓ 20 March 1961

The Commander White Sands Missile Range (Safety) approved the Pegasus Flight Profile. Launch azimuth degrees true heading was finalized. The Pegasus is a rocket to be used for testing Project LOLB land recovery techniques.

31 March 1961

The SAMOS Program II Recovery Planning Group consisting of SAFSP, Aerospace, General Electric, FMR, and 6594th Test Wing personnel departed on 22 March for a recovery site survey at Johnston Island in PACAF. The site was found to be satisfactory. The group returned on 28 March. A complete report covering the requirements, recommendations for support, operational plans, funding, etc., for the recovery site was prepared.

31 March 1961

An Aerospace Corporation team has completed the preliminary indoctrination of the SAMOS Program II contractors on the use of the PEP system.

✓ 1 April 1961

Supplemental Agreement No. 20 to LMSD Contract -563 was put in force. The purpose of this agreement was to continue the SAMOS Program I contract. Modification of Agena vehicle 2301 (Ferret) from Atlas booster configuration to a Thor booster was in the efforts to be continued. Two Agena vehicles from the DISCOVERER Program, i.e., vehicles 1121 and 1122, were transferred to the SAMOS Program for use in [REDACTED] under provisions of Amendment No. 1 to letter contract AF 04(647)-800 (SAMOS/LMSD Contract).

✓ 1 April 1961

The reorganization of elements of AFEMD and BMC into Space Systems Division has resulted in internal reorganizations which should assist the SAMOS Program in expediting future program direction and contractual coverage. The incorporation of the procurement functions into the Space Program control enables more rapid dissemination of the technical and administrative decisions (Hq Air Force Systems Command Special Order No. G-3 dated 1 April 1961).

4

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SAFSP-L-87

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7 April 1961

Concerning the 31 March item, Program II Recovery Planning Group Report was written, approved and distributed.

10 April 1961

Technical management for the Ferret System, ~~XXXXXXXXXX~~ was transferred from SAMOS Project to the DISCOVERER Program. Arrangements for contractual and funds realignment are being studied.

11 April 1961

A requirement for a new Atlas booster assembly building at VAFB was recognized and approved.

14 April 1961

A TD Meeting with G.E., LMSD, EKC, Aerospace, and SAFSP was held 13 and 14 April. General Electric's cost proposal for SAMOS was reviewed and deletions made to reduce total price. A new revised cost proposal is being prepared by General Electric for submittal in early May.

17 April 1961

LMSD was advised by TWX (SAFSP) that the New Boston tracking station would be used in support of vehicle 2120 with UH command capability as of date of launch.

17 April 1961

Gantry modifications to PALC No. 1 (PMR) for Program II was approved.

✓ 19 April 1961

Action was taken by SAFSP to cancel requirements for Agena B vehicle 2122 which had been designated for Project 101A. LMSD was advised.

20 April 1961

LMSD's Program Plan was reviewed by representatives of Lockheed, SAMOS Project Office, and Aerospace Corporation. This included LMSD Reliability Program. A date of 24 May was set for the finalization of the LMSD plan.

✓ 21 April 1961

Project 201 photographic payload mockup was delivered from EKC to General Electric on schedule.

1 May 1961

A team from The Inspector General, USAF, performed a survey of the Management of the MIDAS and SAMOS Programs from 1-6 May. The stated reason for the survey was to comply with a request from the Undersecretary of the Air Force (Dr. Charyk) to determine

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the problem areas involved in the two programs.

10 May 1961

A management and technical review meeting was held at Philadelphia, Pennsylvania, with General Electric personnel. This was the initial meeting of a proposed series to fill the gap between Technical Direction Meetings until the PERT management system begins operating.

✓ 10 May 1961

Planning Research Corporation (PRC) was given a contract 10 May for Operations Analysis Support of the SAMOS Program. The total value of the contract (AF 04(647)-869) was [REDACTED] which includes a fixed fee of [REDACTED].

11 May 1961

Message SRRF-11-5-18 was sent to AFOCE/CS with information to SAFMS requesting urgent action for approval of [REDACTED] Fy 1961 funds (P-321). The funds were necessary for modification to GMAB, VAFB, to support Project 201. Contract award for MOD was scheduled for 3 June 1961. BOD was scheduled for 20 September 1961.

12 May 1961

LMSD TWX 395611/65-20 stated that the last structural design job for Agena vehicle 2401 was released to manufacturing and that the fabrication and subassembly cycle is proceeding as planned.

14 May 1961

An Atlas/Agena Requirements Document was completed by LMSD and used as a basis for reviewing interface problems between LMSD and Convair at a meeting in San Diego. The final program plan was forwarded to SSD on 18 May 1961.

17 May 1961

TWX from Commander PMR to SAFSP stated PMR intended to retain operational control of Tern Island Tracking station. DOD Directive 5160.32 places this decision in conflict therewith.

6

SAFSP-L-87

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18 May 1961

LMSD acknowledged that the electrical interface meeting in Van Nuys on 17 May resulted in inputs from General Electric which now essentially satisfy LMSD requirements for modification to the Pad and LOB in support of General Electric's L.C.S. equipment.

25 May 1961

A meeting was held at Van Nuys, California, with Radioplane, General Electric, Aerospace Corporation and SAMOS personnel. Purpose of the meeting was to review parachute tests being conducted by Radioplane for General Electric. An improved parachute system will result from the meeting.

✓ 31 May 1961

IOC this date from Satellite Control Office SSZC, indicated that 6594th Test Wing assumed management of the STA at Sunnyvale effective 1 April 1961.

31 May 1961

An aerial recovery of an 1800 pound simulated SAMOS re-entry vehicle was accomplished by a crew from the 6594th Test Wing (Capt Edward Mosher and recovery crew). The capsule was suspended from a 75 foot ring sail parachute and a 27 foot aerial pickup parachute developed by Radioplane Division of Northrup Corporation. The aircraft used was a JC-130B in which an All American recovery winch had been installed. This was the first time an air recovery had been made of weights up to 1800 pounds and was indicative of a well conducted test program by the 6594th Test Wing.

✓ 6 June 1961

SAFMS message SEN 61-60 indicated curtailment of the IA Program by Deputy Secretary of Defense to delete scheduling of flight vehicles until further notice.

7

SAFSP-L-87

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26 June 1961

The construction contract for PALC No. 2 (Pacific Missile Range Launch Complex) was awarded to Paul Hardeman.

27 June 1961

SAFSP approved the requirement for a Vehicle Support Building at PALC No. 1

✓ 30 June 1961

Action was initiated to activate a tracking station [REDACTED] to support SAMOS Program II. A station performance specification and the initial survey of the site have been completed.

8

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