

IDEA-0090-69
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10 January 1969

MEMORANDUM FOR THE RECORD

SUBJECT: "H" Configuration SN-003 Readiness and Deployment

25X1A 1. [] Hycon Program Manager for IDEALIST Project, called the undersigned this morning to give his assessment of "H" configuration SN-003 readiness. In brief, they feel and the undersigned concurs, the "H" configuration has not had the minimum number of flights established by Project Headquarters (see [] 8938 dated 26 December 68) 25X1A to determine OR status of SN-003, i.e., two (2) instrumentation flights and one (1) interface mission.

2. Flight record for "H" SN-003 is as follows: 25X1A

A. GT 68-596, 31 December 68 (See [] 8318 & 8284) - This was a successful interface flight. 25X1A

25X1A B. GT 69-5, 3 January 69 (See [] 8419, In 87790) - This was to be an instrumentation flight. It was with a [] Mission due to air abort was cut short, only very limited instrumentation was obtained. Entire photo segment of flight was flown at oblique setting of 00.3. If malfunction caused this problem, shop and aircraft tests later failed to find cause. Possibility exists there could have been intermittent failure between interface command control (wiring) and interface.

C. A third mission was flown 9 January 1969 at 45,000'. Initial readout of tracker material indicates about 90% cloud cover. All personnel involved in setting this flight up were aware it would not meet requirement of optimum conditions required.

3. In summary, only the interface requirement has been met and two (2) instrumentation flights are needed. A thru focus flight under optimum conditions is planned for 10 January 1969. If this is an instrumentated flight, it could, if successful, meet requirements for one of the instrumentation flights.

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25X1A 4. The thru focus flight of 10 January was set up to establish best focus so Config "H" SN-003 could be flown to [] on 14 January, providing 10 January flight indicated best focus had been obtained. Although Hycon and the undersigned were fully aware required OR flights were not completed, the press of events seem to warrant taking a calculated risk.

25X1A 5. On 10 January 1969 a decision was made not to send "H" configuration to [] on first shipment. SSD/R&D/OSA approves this decision and recommends the following flights be undertaken prior to "H" config SN-003 shipment to [] 25X1A

A. Two (2) instrumentation flights at optimum conditions (i.e., CAT. II or better WX; vehicle performing at operational altitude, speed and producing to spec. so stable platform and proper environmental conditions prevail).

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B. At least one (1) flight each using SO-230 and SO-3404 film. These films are available at [] (2 rolls SO-230 (sufficient for 2 missions), and six rolls of SO-3404 (3 missions)). Advantage of SO-230 is higher resolution (about 30% higher) than SO-3400 and will give higher contrast. This is a slower film than SO-3400 but still well within exposure speeds of "H" configuration. These flights would also require optimum flight conditions.

6. In summary, it is recommended the following flights be programmed to "H" configuration SN-003:

A. One (1) instrumentation flight providing the one flight programmed for 10 January 69 meets all requirements and is successful and was an instrumentation flight. If not, an additional instrumentation flight should be scheduled.

B. At least one (1) flight with SO-230. If time and schedules favorable, a second flight would be advantageous. Flights can be either instrumented or non-instrumented.

C. At least one (1) flight with SO-3404. A second flight would give more data. Flights can be instrumented or non-instrumented.

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7. It is most important to get successful instrumented flights first. The flights utilizing the SO-230 and SO-3404 emulsions, although important, are secondary. The number of flights using these emulsions can be varied in order to meet shipment date to of SN-003.

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