0-36-600327-2

15 September 1966

TYPE II SYSTEM
CONTRACT O-TM-483

Subject: Main Window Retrofit

Reference: Message - Area 9228; [redacted] Shop Report, SP-993, 24 June 1966 - Type II Structural Window Test 25X1

PROBLEM:

Chipping in the corners of the main window has caused concern for the operational reliability of this item and warrants consideration of corrective action.

DISCUSSION:

Original design of the main window was such that metal to glass contact was possible (in the corners) should the mounting gasket compress during flight or should the frame become distorted. Under the extenuating circumstances of a flight test on 10 May 1966 (Type II bottom hatch used when package was not flown) the main window actually "blew out" during a test. The reference report outlines the results of laboratory window tests, the mounting problems related to the present window assembly, strength analysis of the window and suggests that:

1. A new unified molded silicon gasket be used to mount the window.

2. The window edge cut (mounting surface) be modified to accept a new type of molded gasket.

3. Thickness of window be increased 0.006 inch.

25X1 [redacted] shop has offered to provide a new molded window gasket. Type II would rework the present windows to accept the new gasket and would fabricate any new windows to the increased thickness and to accept the new gasket.

CONCLUSION:

Addition of new type molded gasket per reference report SP-993 would reduce chipping of main window and provide a more reliable mounting.

ATTACHMENT 1

RECOMMENDATION:

Type II concurs with reference report SP-993 and strongly recommends that present window assemblies be returned on a rotational basis for rework which would include cutting the mounting edge and installing the new gasket. We would also plan to make any new windows to the increased thickness dimension. (Does not change mounting a gasket requirement.)

ATTACHMENT 1