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This document is part of an integrated file. If separated from the file it must be subjected to individual systematic review.

DO YOU READ? IF SO CONTINUE MESSAGE K

YES . JUST A MINUTE.

1. IS IT THE ARA/25 OR THE ARC-27 WHICH IS RESPONSIBLE FOR THE NON-COMPATIBILITY WITH SARAH?

2. REF PARA 4, WILL ADVISE LATER.

3. SARAH FREQUENCY DRIFT OVER THE REQUIRED TEMPERATURE RANGE IS YET TO BE DETERMINED. FINAL ANSWER WILL DEPEND ON THIS TEST.

4. REF PARA 3. WILL PROVIDE LIST BY TELEPHONE. K

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THE NAVY RAN A LAB TEST OF ARA/25 WHICH INVOLVED MODIFICATION OF THE NORMALLY REVOLVING RHOMBIC ANT SO THAT IT REMAINED POINTED DEAD AHEAD. BY THEN ADDING A LOBE A88 SWITCHING SIGNAL THE ARA/25 WAS MADE TO BE MORE OR LESS COMPATABLE TO THE SARAH. HOWEVER THEY NEVER TRIED THIS ARRANGEMENT IN AN ACTUAL FLIGHT. PERHAPS BECAUSE OF THE POWER PROBLEM. AFTER THIS TEST THEY STILL SEEM TO BE OF THE OPINION THAT SARAH AND THE ARA/25 ARE NOT COMPATABLE

WHEN THE TESTS OF THE ARA/25 ARE RUN AT STEAD WE WILL CERTAINLY

INCLUDE A RUN AGAINST TESS THE SARAH IN NORMAL OPERATING CONDITION IF THIS WORKS OUT THE PROBLEM IS SOLVED OF COURSE. K

1. IS THERE A SPECIFIC DEADLINE FOR THE COMPLETION OF OUR WORK?

2. WOULD APPRECIATE RECEIVING DATA ON THE ARA/25 SYSTEM, IF AVAILABLE. THAT IS ALL. K

I HAVE NOT BEEN NOTIFIED BY SAC AS TO THE STARTING DATE OF THE PLAN TESTS, HOWEVER IT IS MY OPINION THAT THEY WILL NOT COME OFF BEFORE 1 JUNE. THIS IS PROBABLY AS GOOD A DEADLINE AS ANY. IF IT SHOULD BE EARLIER WE WILL JUST HAVE TO DO WHAT WE CAN.

WILL SEND DATA ON ARA/25 INCLUDING TEST REPORTS FROM AIR FORCE AND NAVY.

SECRET