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HEAT SPLICES WERE MADE BETWEEN FRAMES 268/269, 278/279 AND IN FRAME 1187. A MANUFACTURING SPLICE IS NOTED ON FRAME 854.

C. 9L SIDE: STATIC IS NOTED ALONG THE OUTBOARD EDGE AND ROLLER CHATTER IS NOTED ALONG THE INBOARD EDGE THROUGHOUT THE MISSION. FRAME 2 SHOWS EVIDENCE OF A LIGHT LEAK ACROSS THE FORMAT. FINE PLUS DENSITY LINES ARE RECORDED ALONG THE LONGITUDINAL AXIS THROUGHOUT THE MISSION. THESE LINES ARE MOST NOTICEABLE IN FRAMES 1310 TO 1330. THERE IS A HEAT SPLICE IN FRAME 1158 AND BETWEEN FRAMES 1864/1865. A MANUFACTURING SPLICE IS NOTED AT FRAME 1529.

D. BOTH SIDES: THE MECHANICAL FRAME COUNTER SKIPPED FROM 2 TO 4. THE NEGATIVES ARE TITLED TO CONFORM WITH THE COUNTER. FRAMES 1 AND 2 ARE VERTICALS AND FRAME 4 IS A 2R. THE POSITION INDICATOR IS MISSING IN FRAME 2206. FRAME 2209 RECORDS A 3L POSITION INDICATOR AND IS THE ONLY 3L EXPOSURE ON THE MISSION. THE FOLLOWING 16 FRAMES DISPLAY VEHICLE INDUCED SMEAR: 60, 161, 270, 592, 595, 692, 730, 1418, 1461, 1462, 1551, 1739, 1751, 1760, 2146, AND 2206. THE LAST TITLED FRAME IS 2210.

E. THERE WERE NO MAJOR CAMERA OR PROCESSING MALFUNCTIONS WITH THE EXCEPTION OF THE MISTITLED MISSION NUMBER ON THE 9R SIDE.

3. POSITIVE.

A. THE PI SUITABILITY IS GOOD.

B. THE PRINTING AND PROCESSING WERE GOOD.

C. CLOUDS OBSCURED OR DEGRADED APPROXIMATELY 35 PERCENT OF THE MISSION.

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SECRET

--END OF MESSAGE--