

APPENDICES
for
STATUS REPORT
for period
1 May through 31 May 1970
U.S. GOVERNMENT



STAT

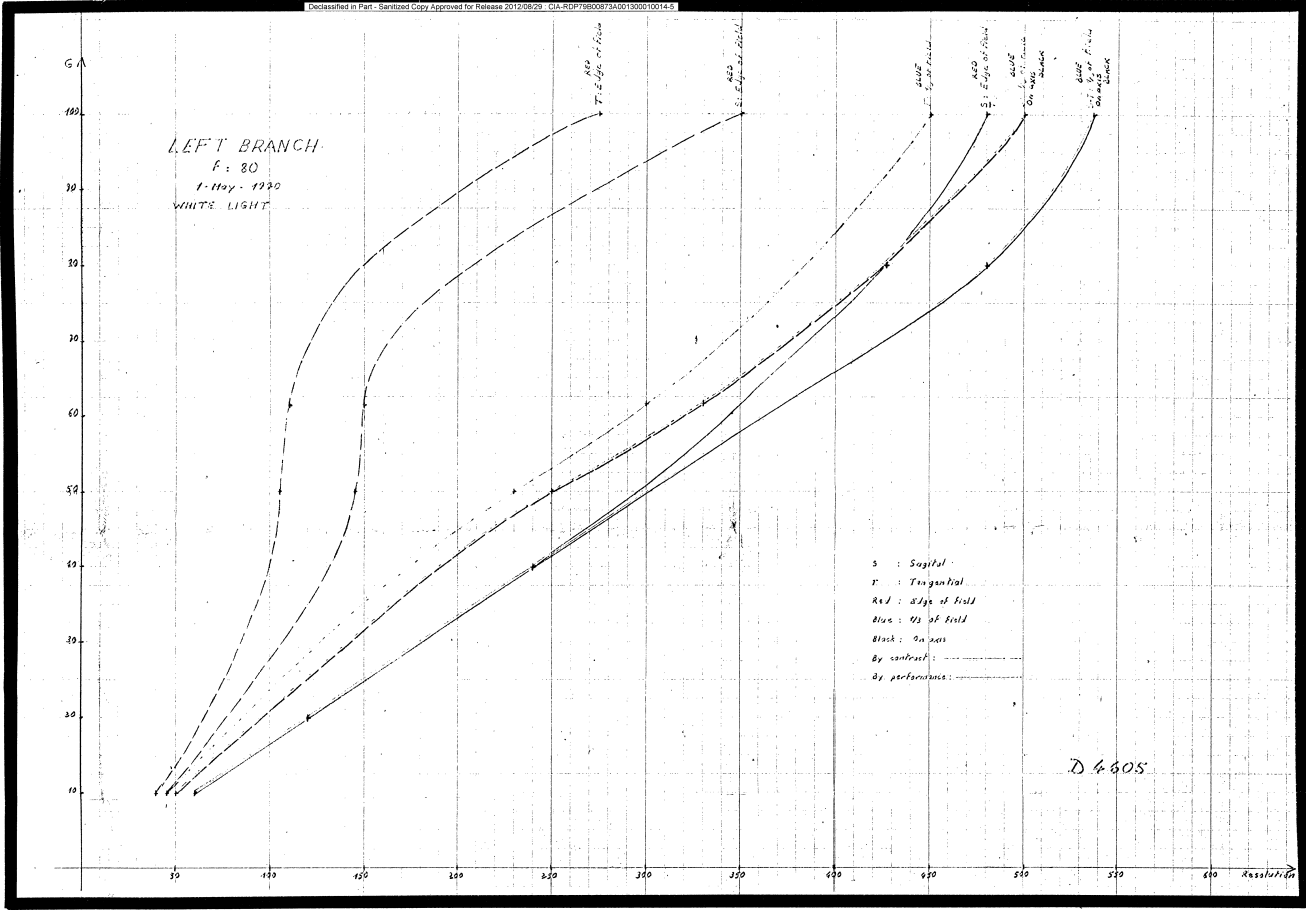
APPENDICES

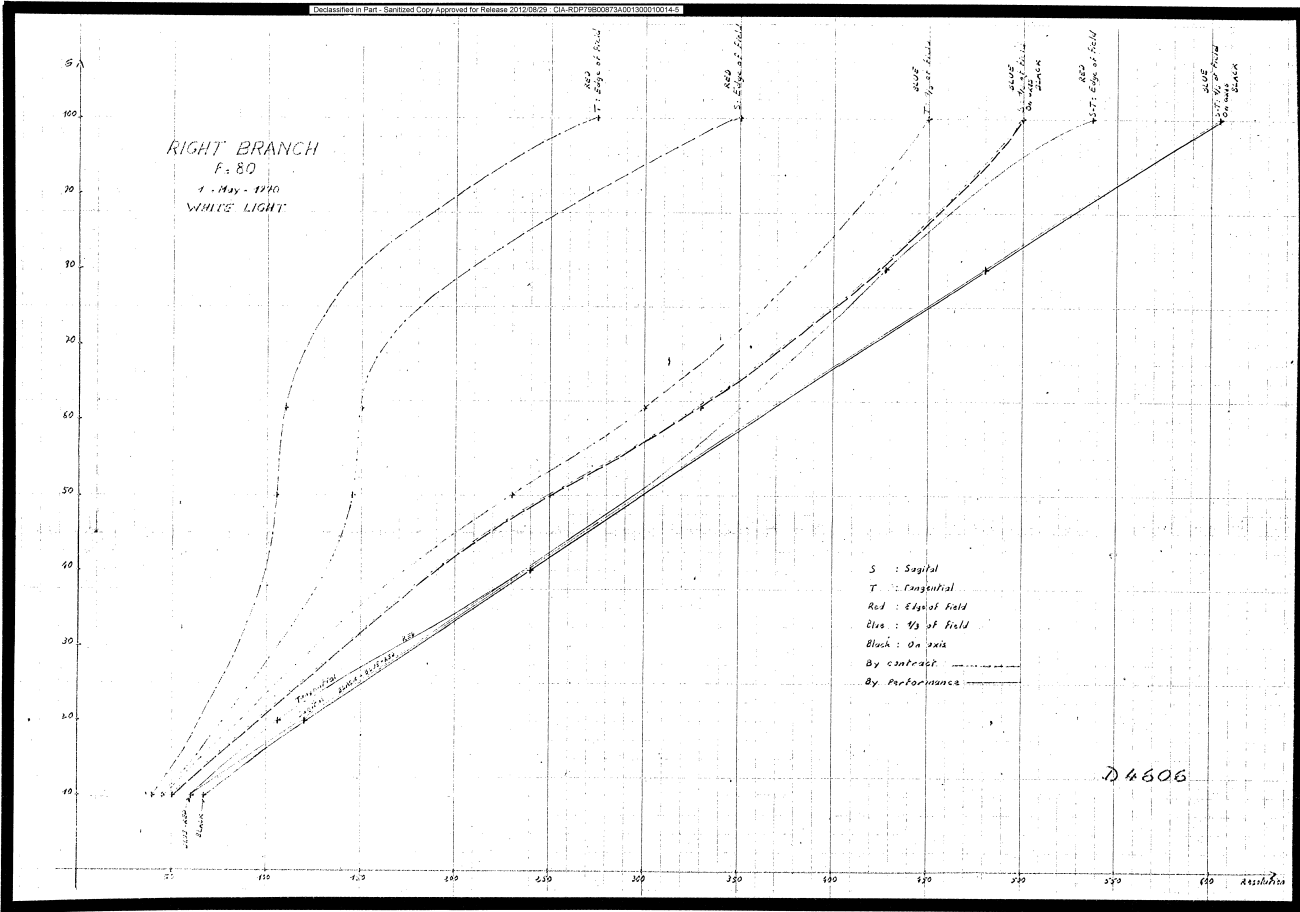
The Acceptance Test Data
for the Optical System Tasks 16, 17 & 18 Appendix I

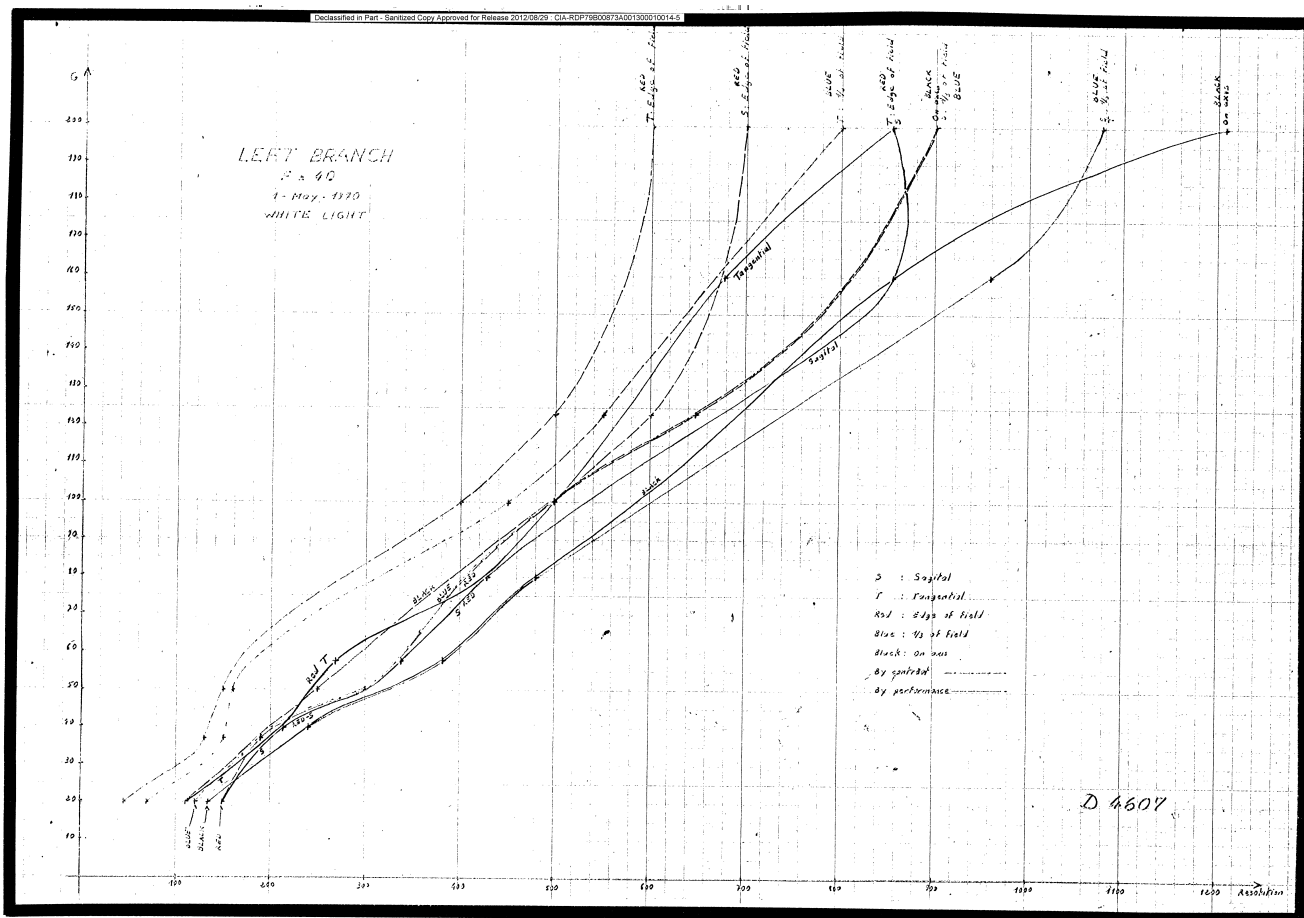
The Shipping Report
for the Optical System Tasks 16, 17 & 18 Appendix II

Graphical Test Data
for the Image Analysis System Task 24 Appendix III

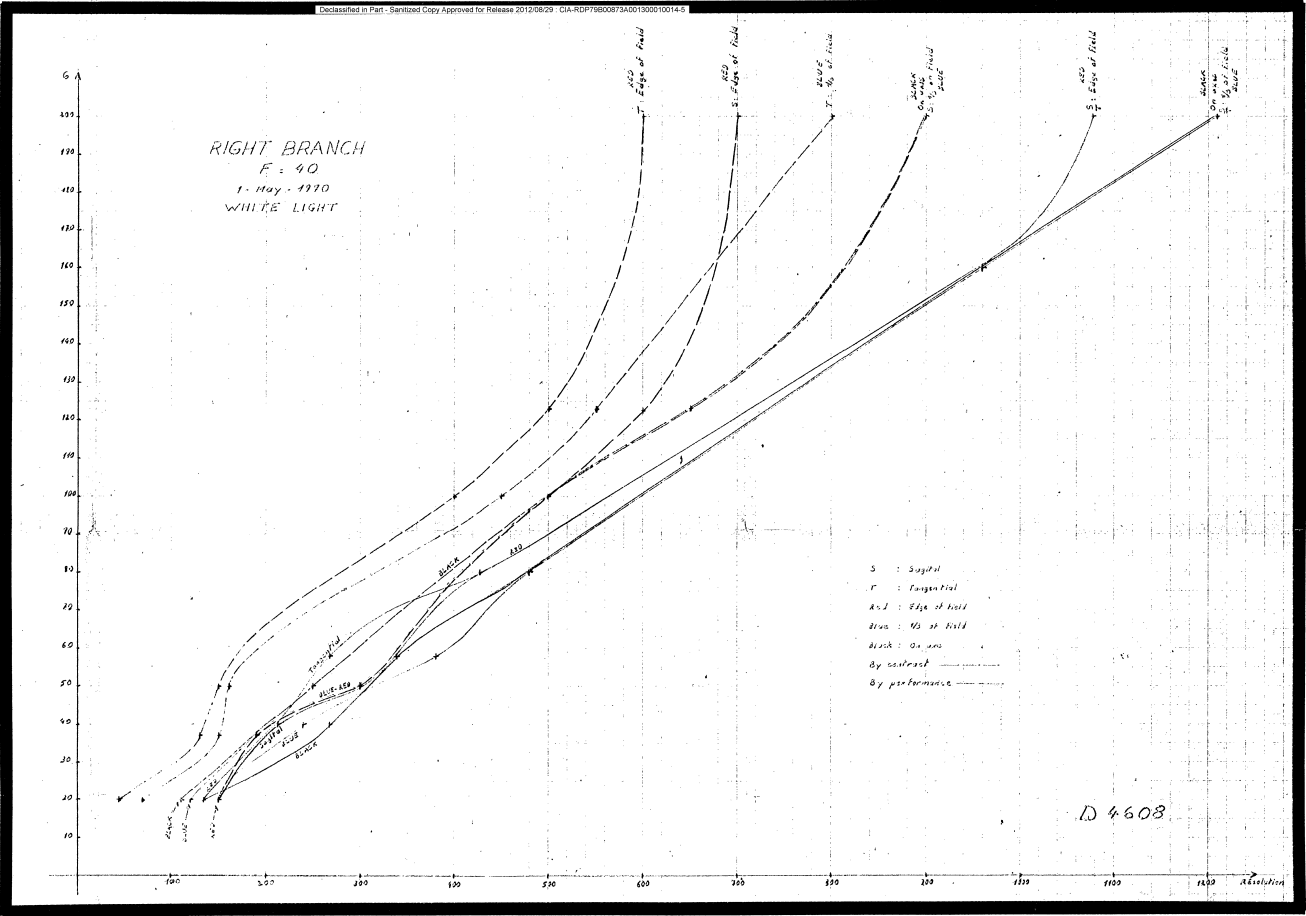
APP. I

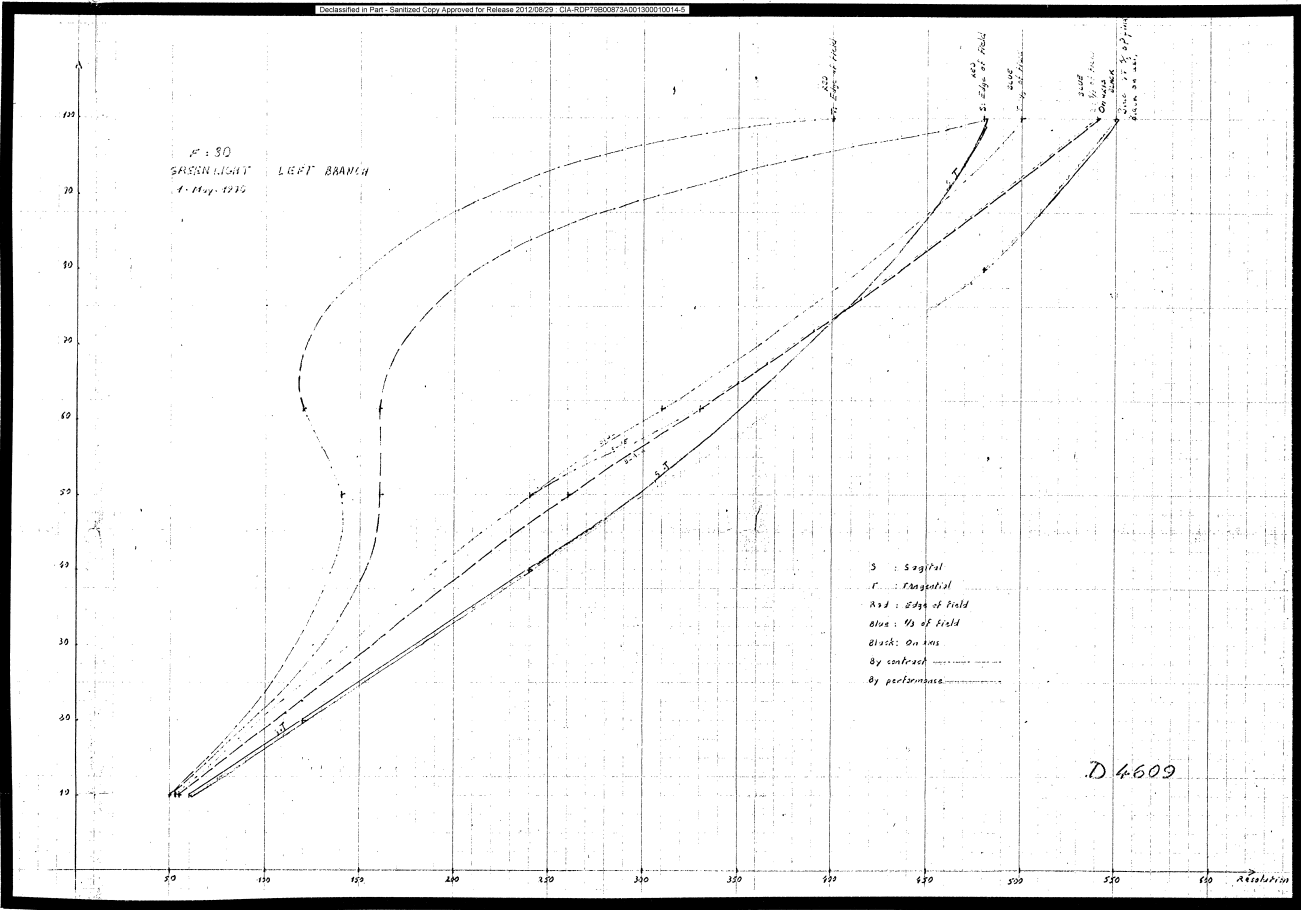


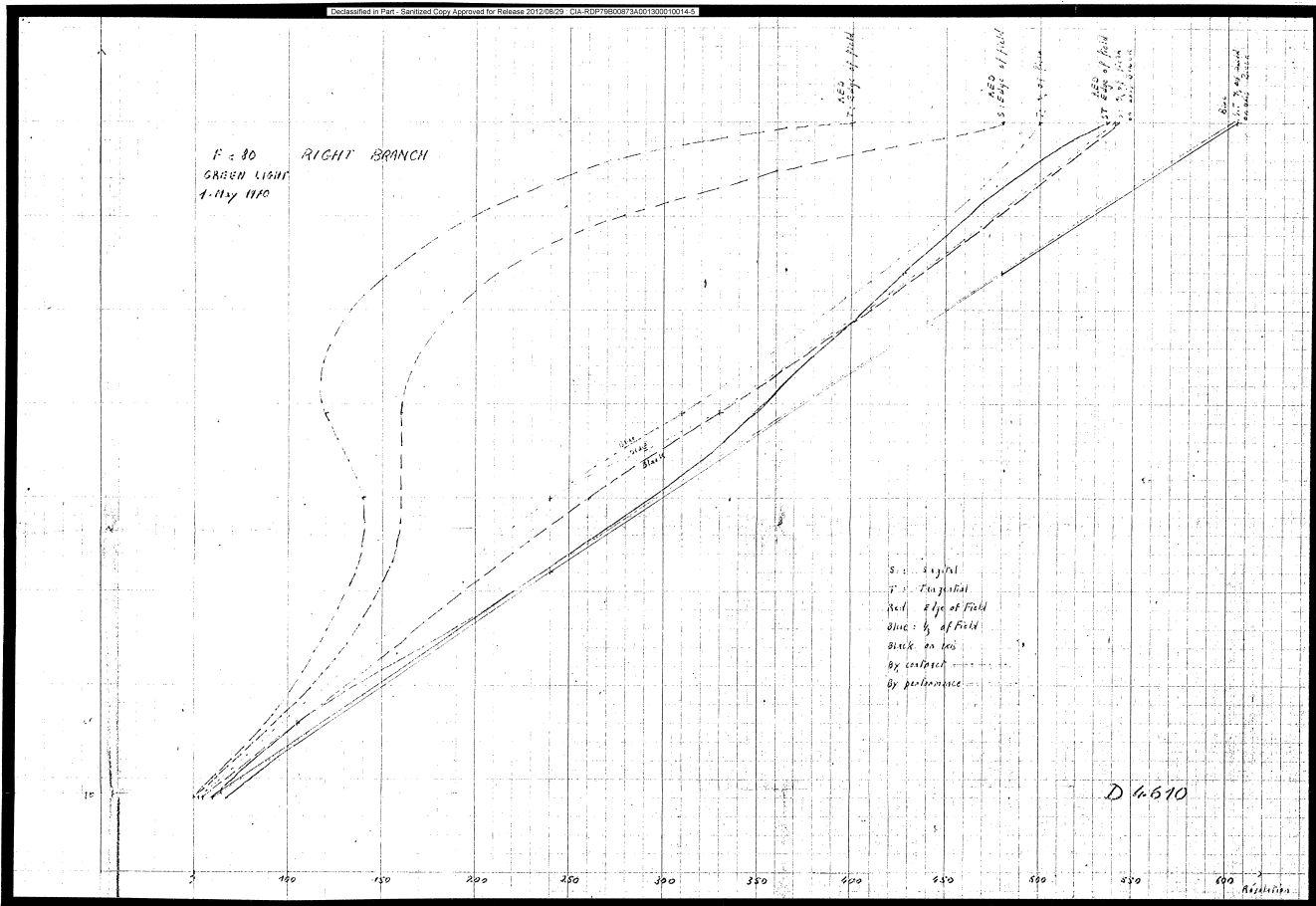


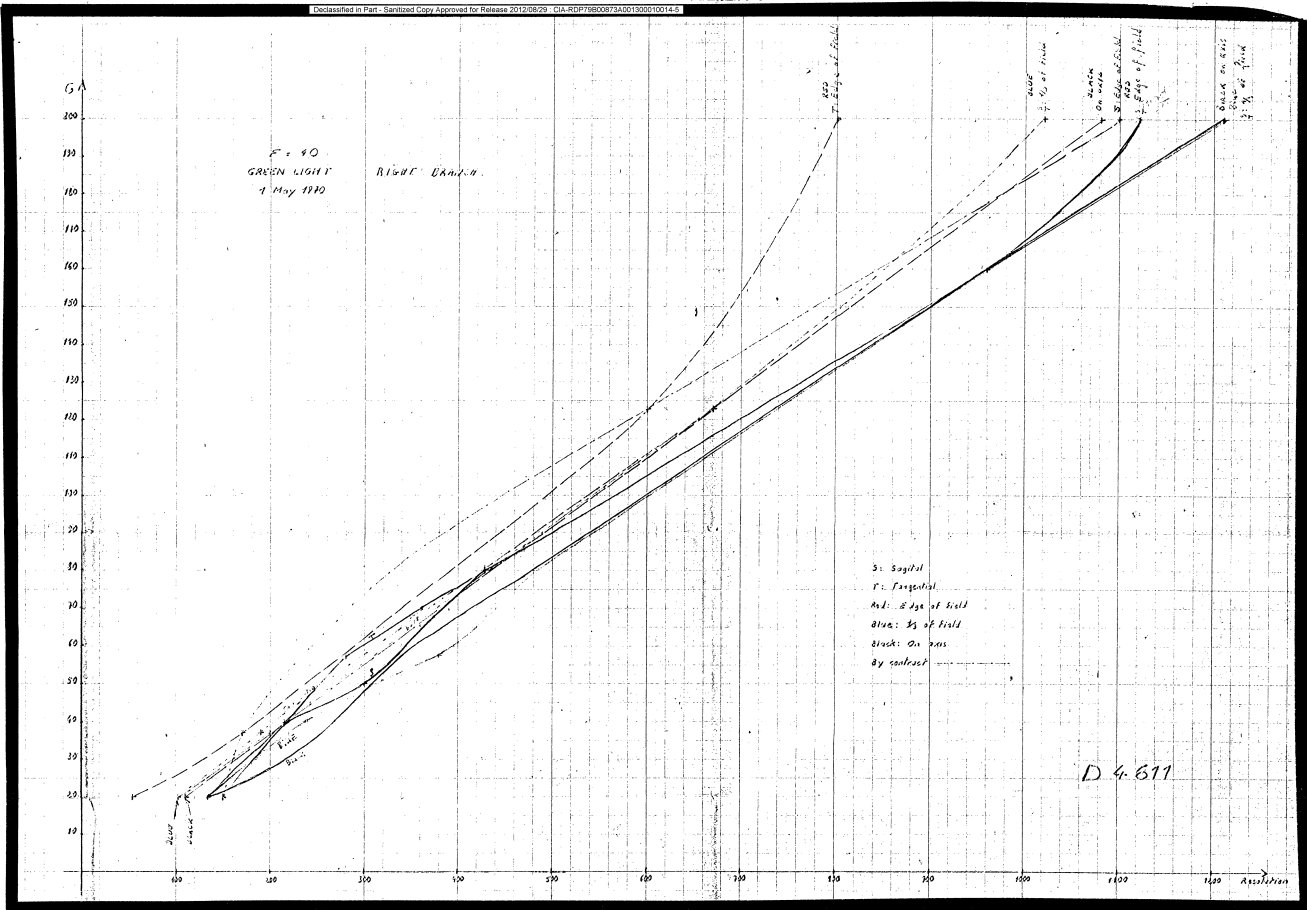


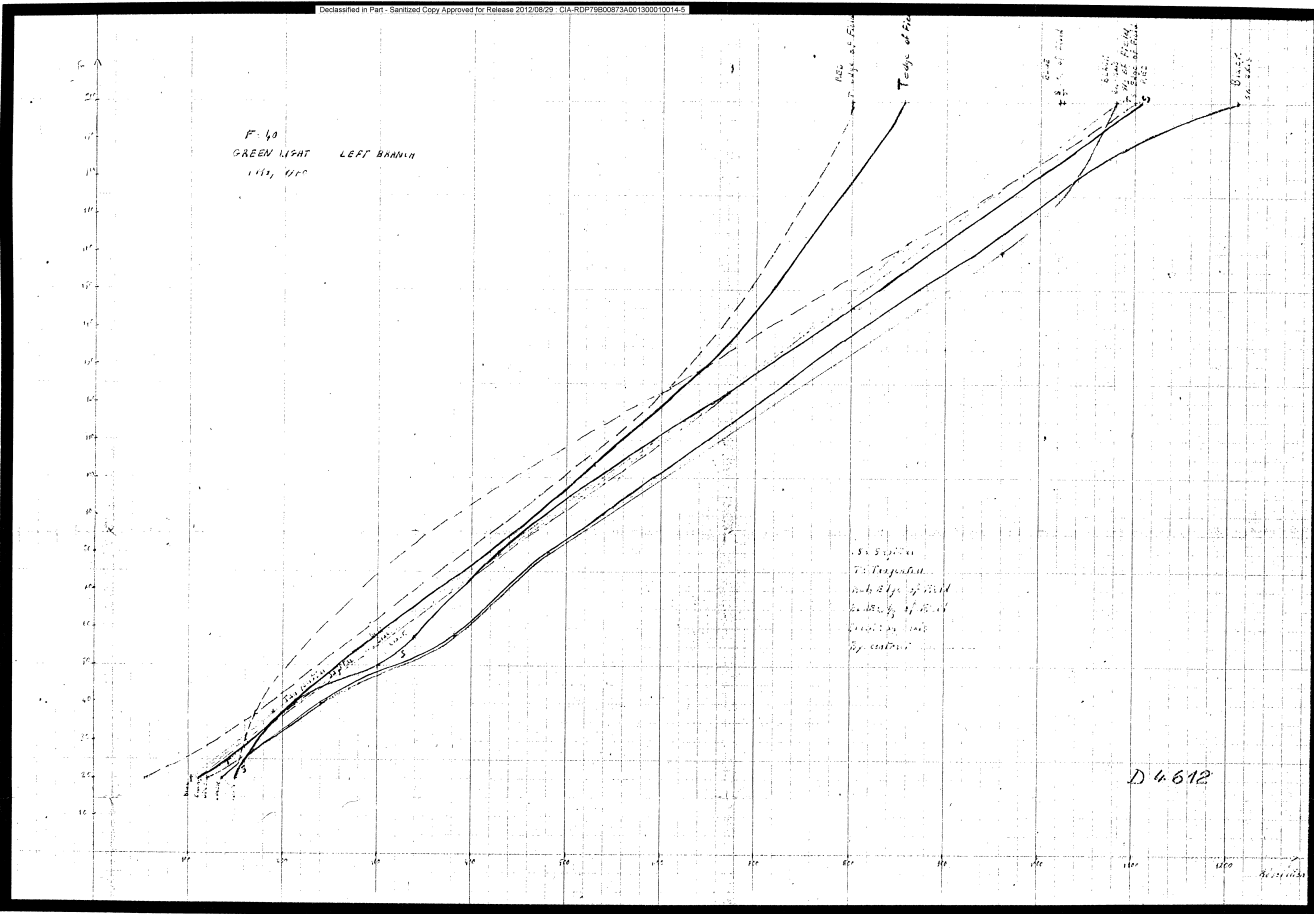
D4607

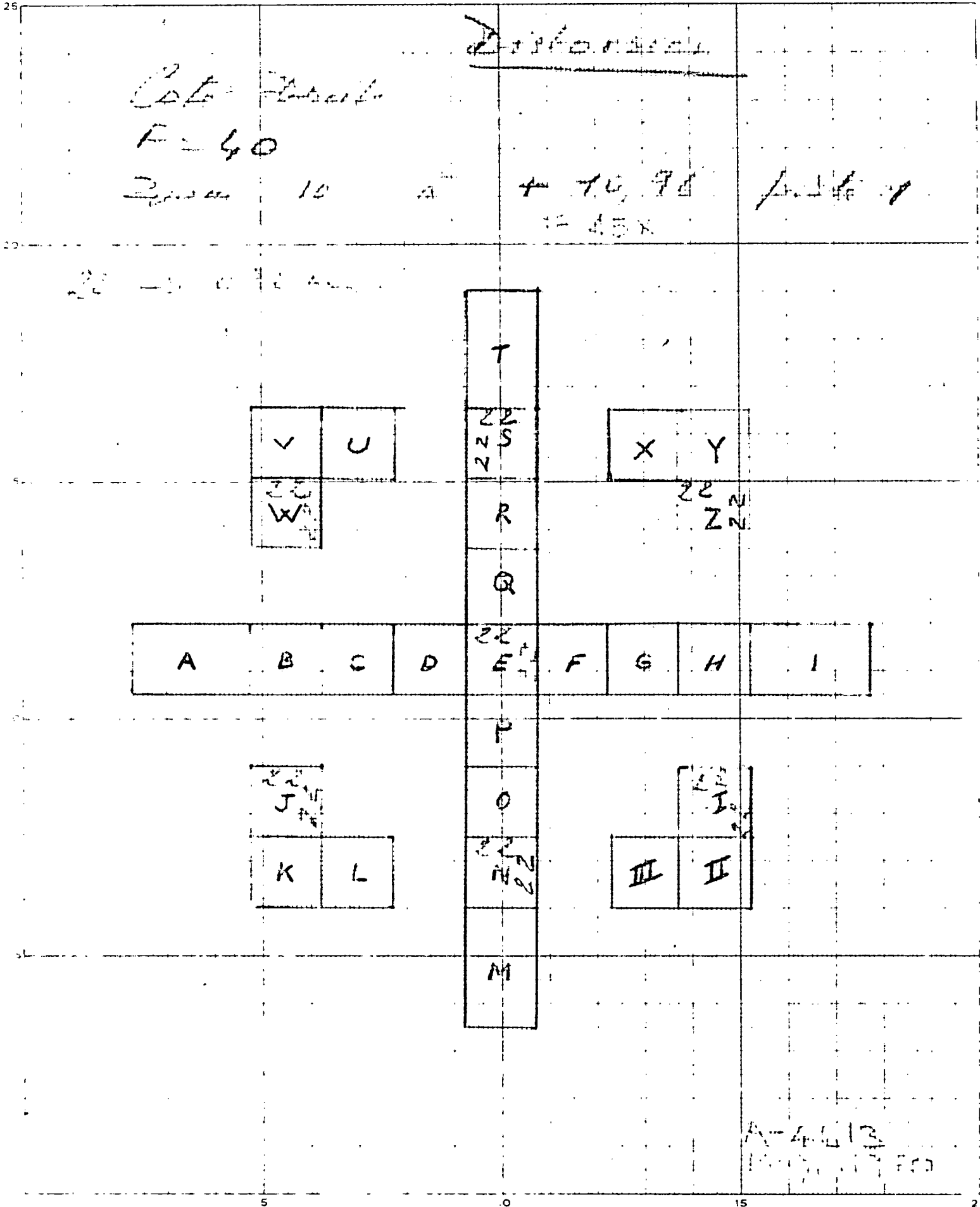










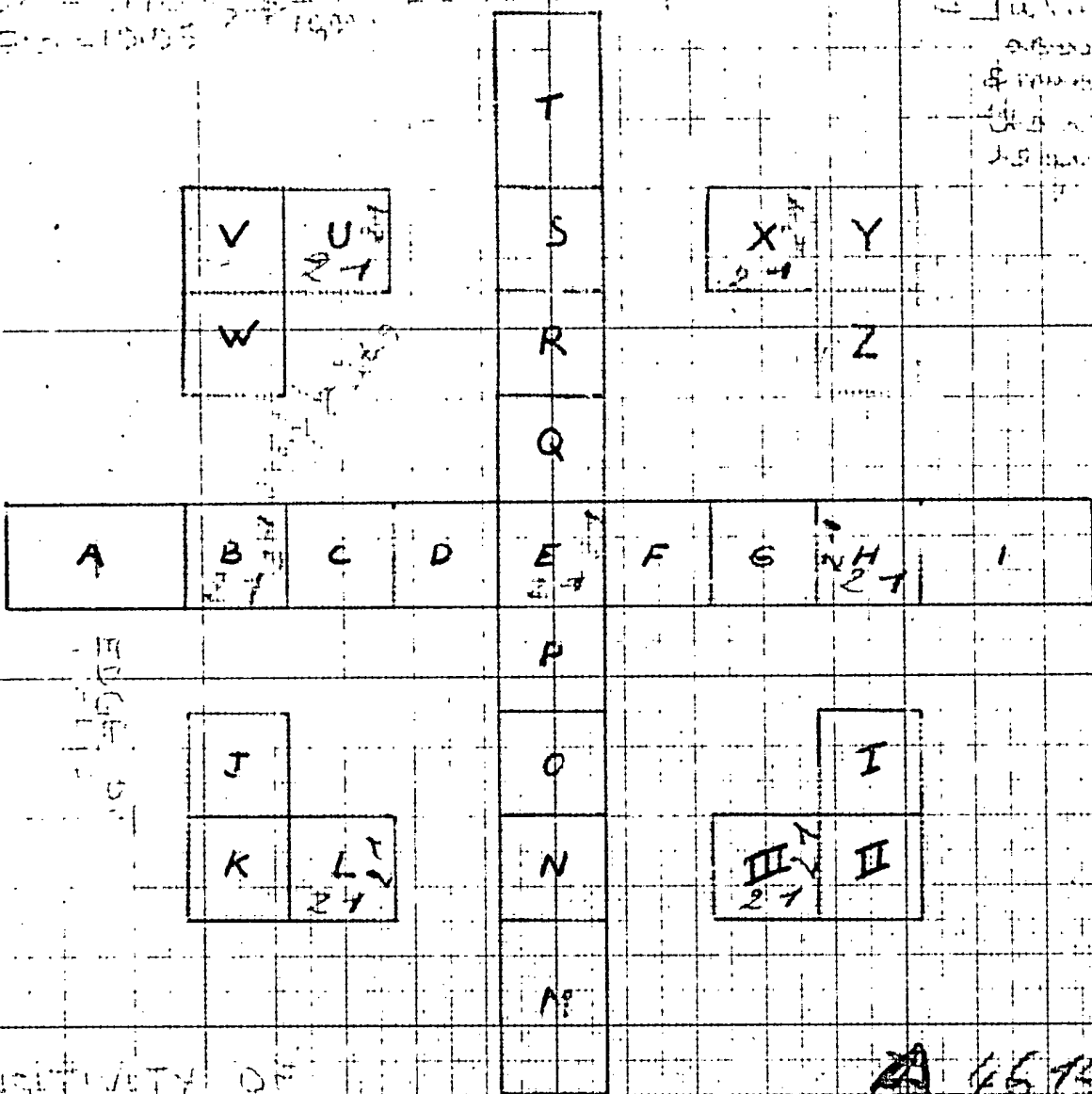


Case 1001
 F-80

January 21 1974 = 47.7%

Comparison of the two cases for F-80
 20000 - 21000 = 5%
 21000 - 19000 = 10%

...
 ...
 ...



SENSITIVITY OF MEASUREMENT

210 → 215
 210 → 20.8%
 1.5%

4674

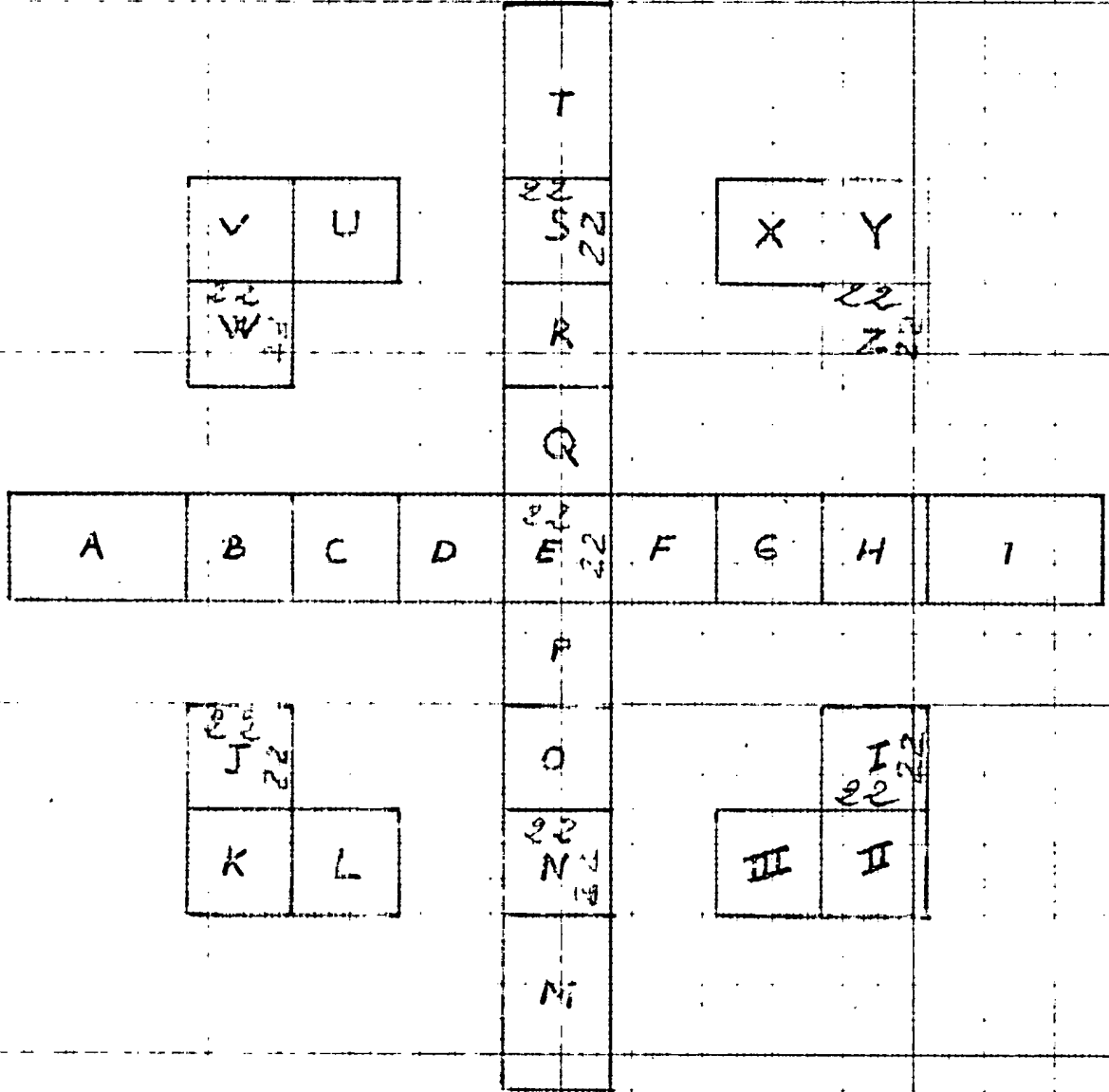
There is a box of ...
 ...
 A-4674

25

*Ref. number
1215*

*From 10 observations at 70,000
miles*

22 → 22 1111



*A-4615
Nov 1/70*

5

10

15

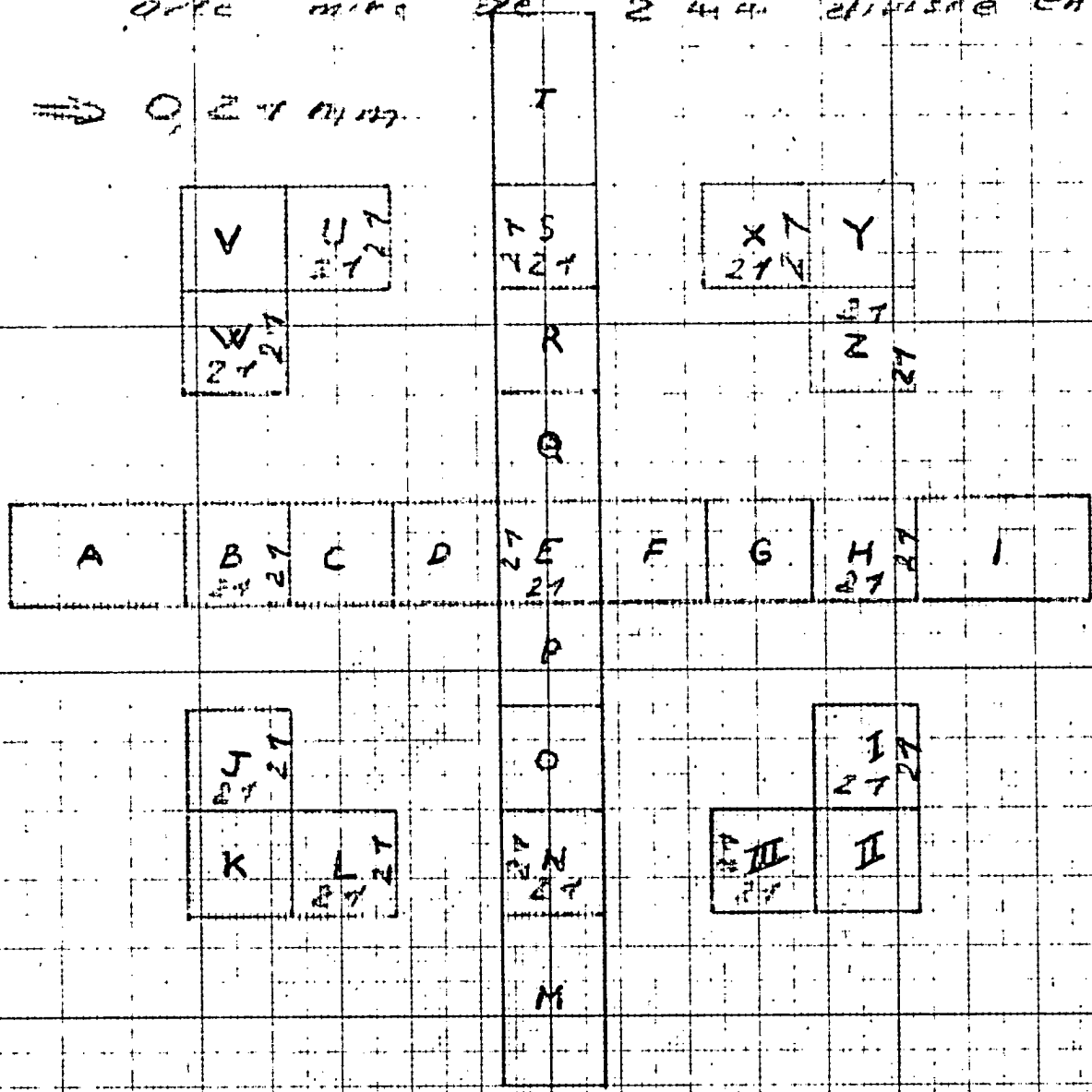
20

Cote gauche
Distorsion avec F=80

Longueur mesurée à l'intérieur de
la case = 2 carrés par cellule
occulte

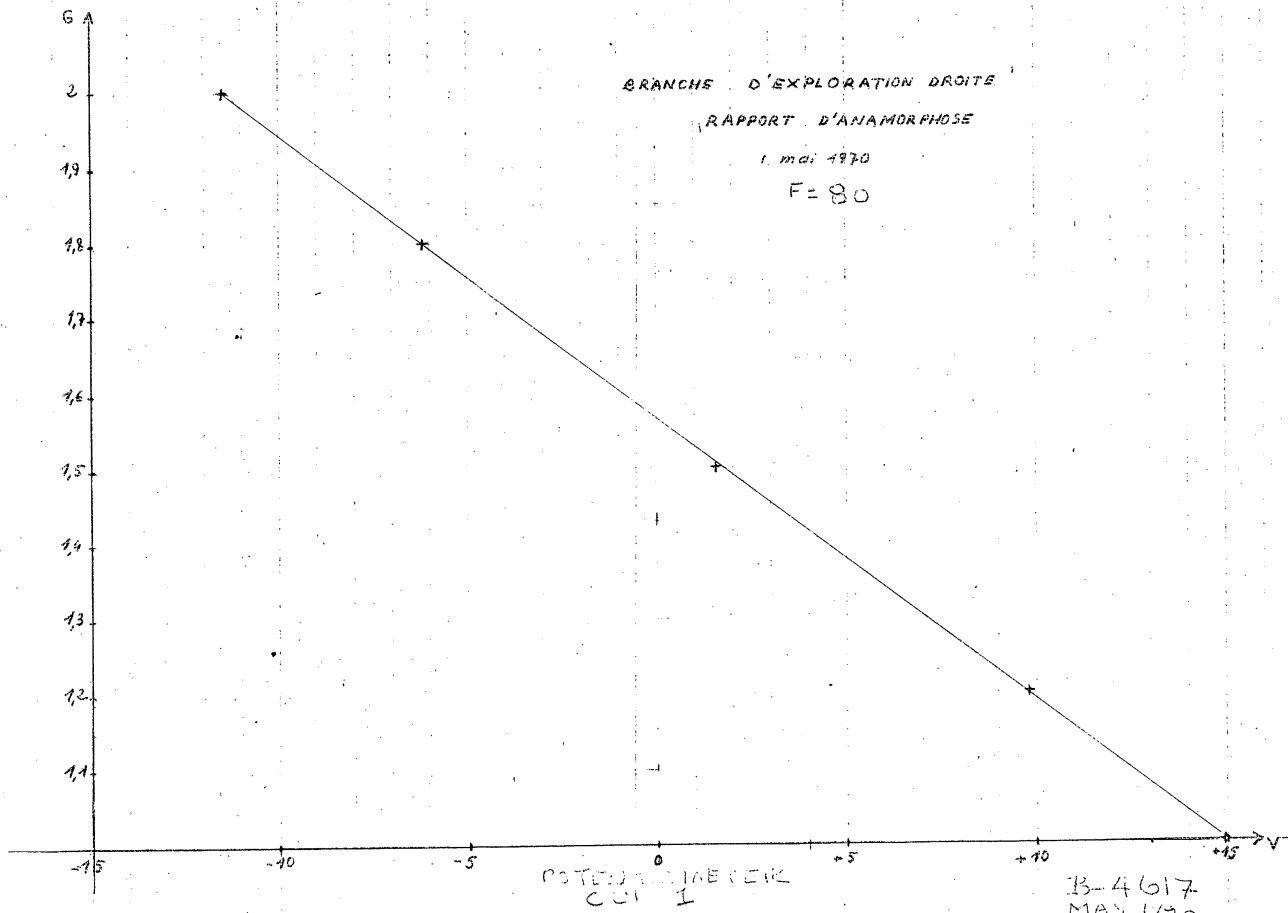
Mesure faite dans le plan film
avec une de 2 mm divisée en 0,04mm

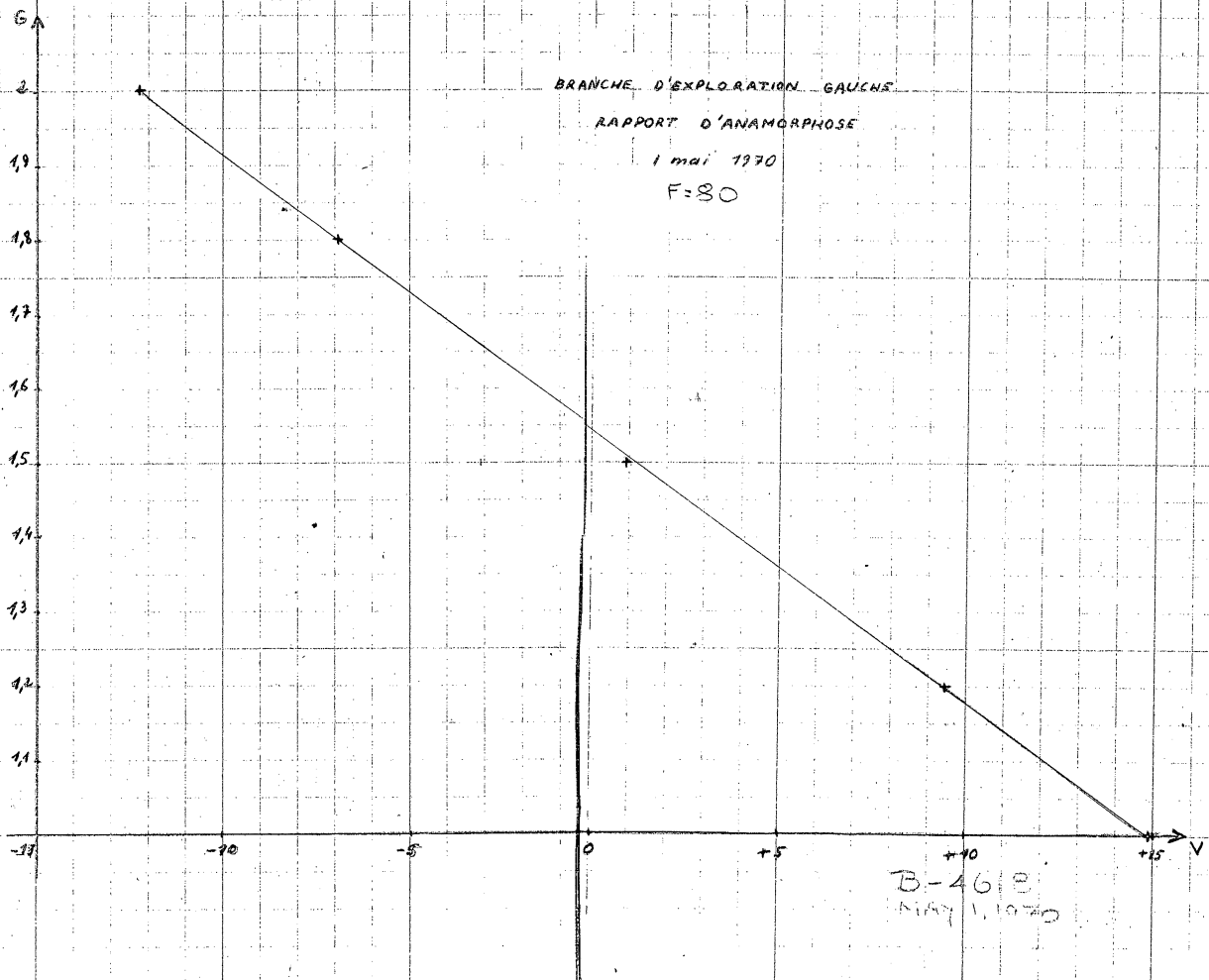
27 → 0,27 mm

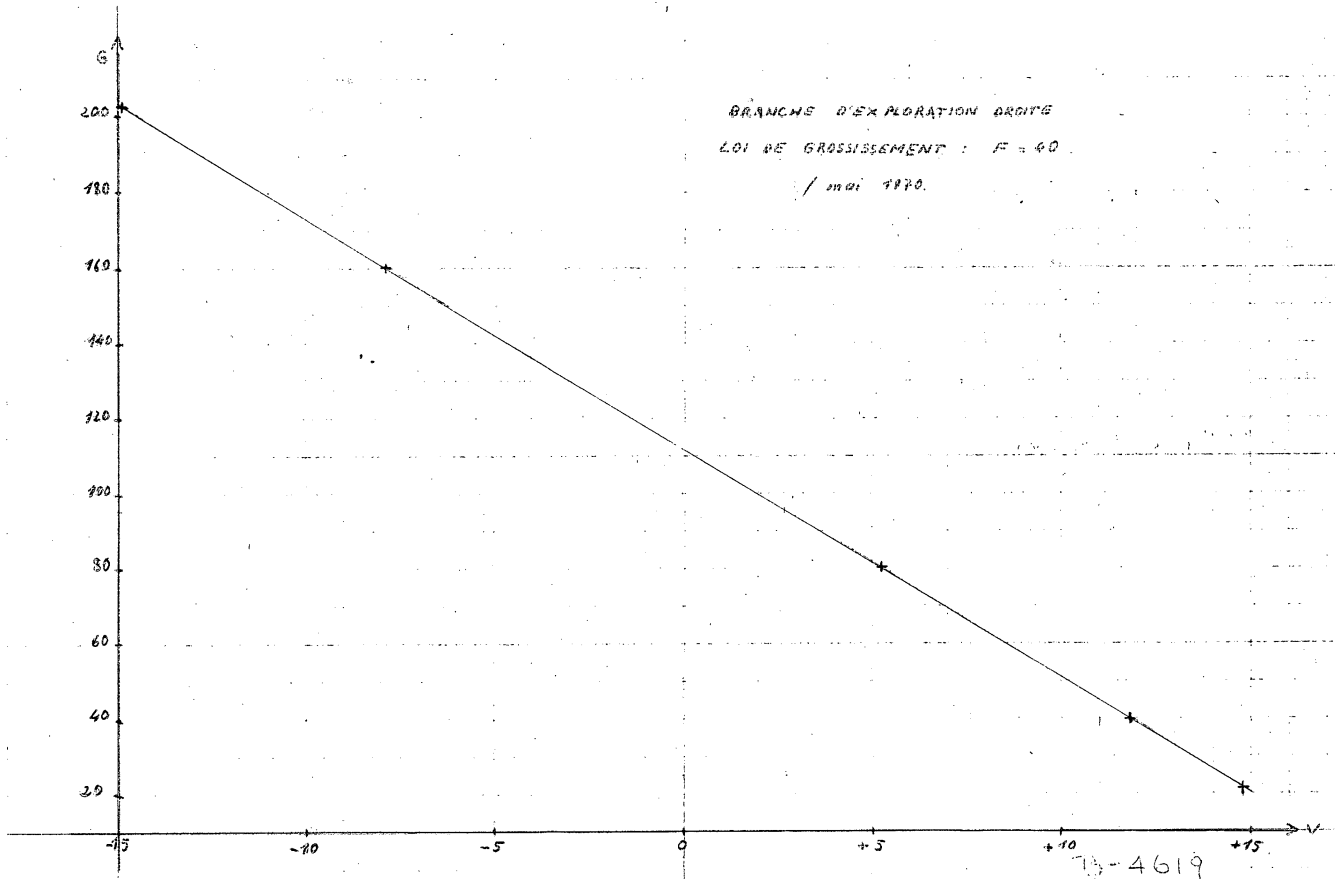


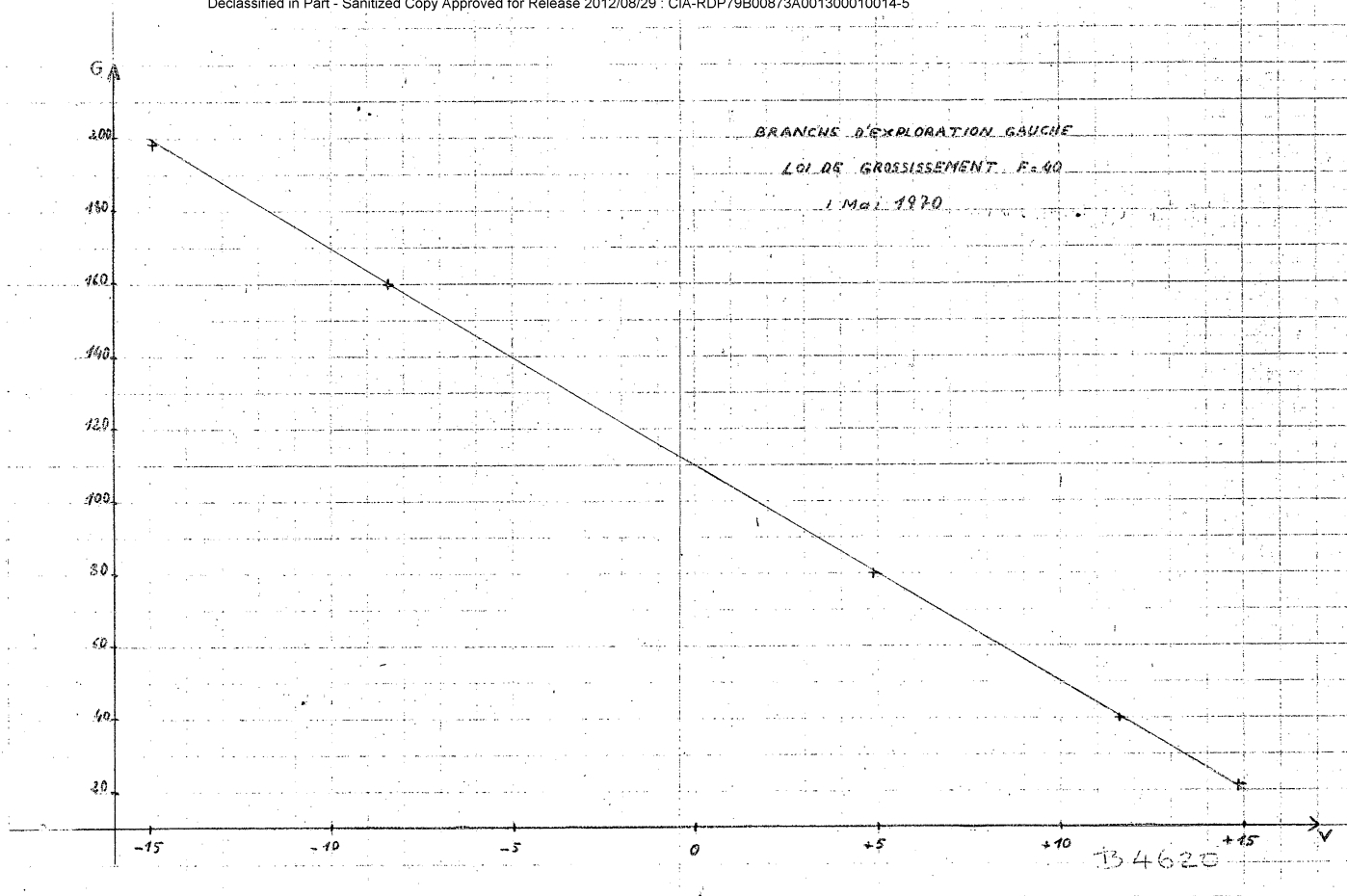
→ 27 mm
+ 27 mm
part 7
A 4016
1/70

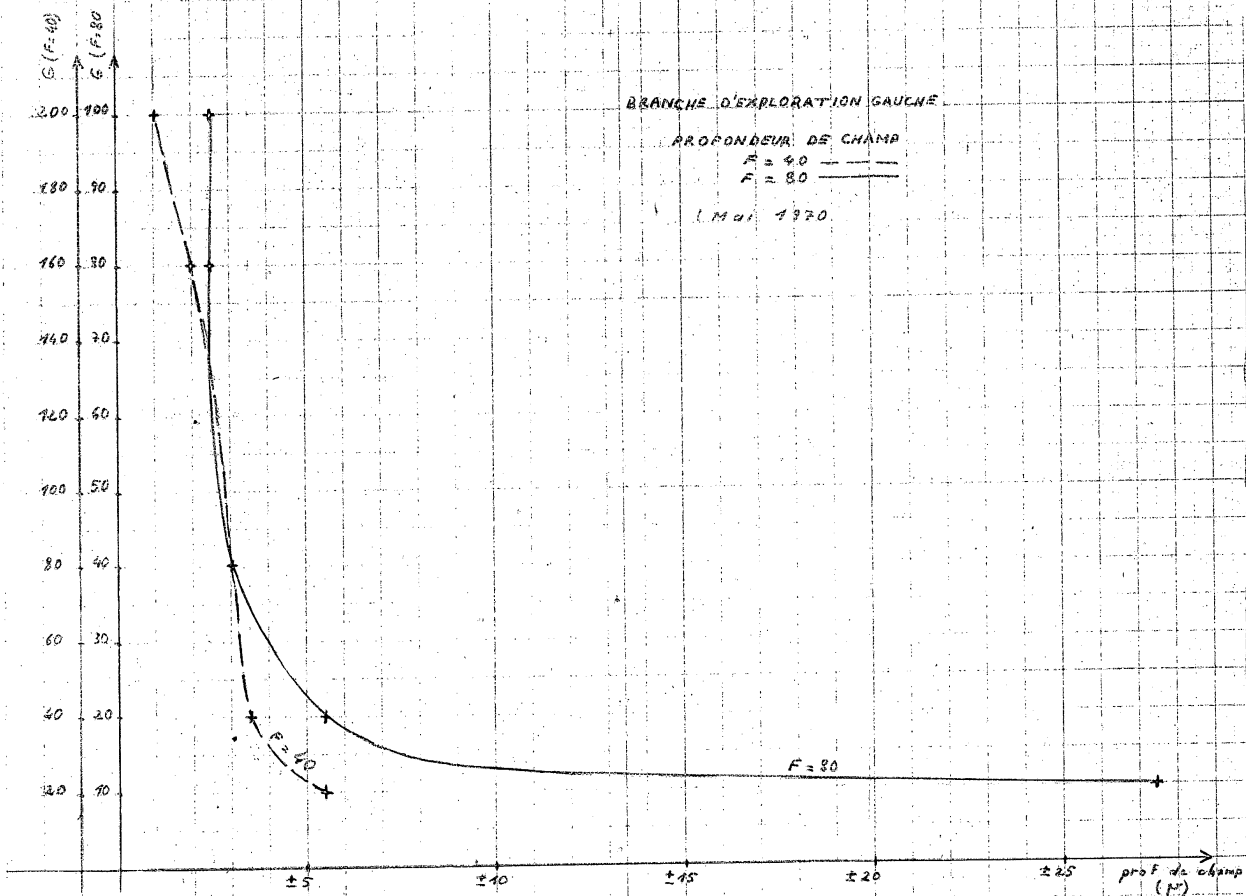
LES PAPIERS CANSON France





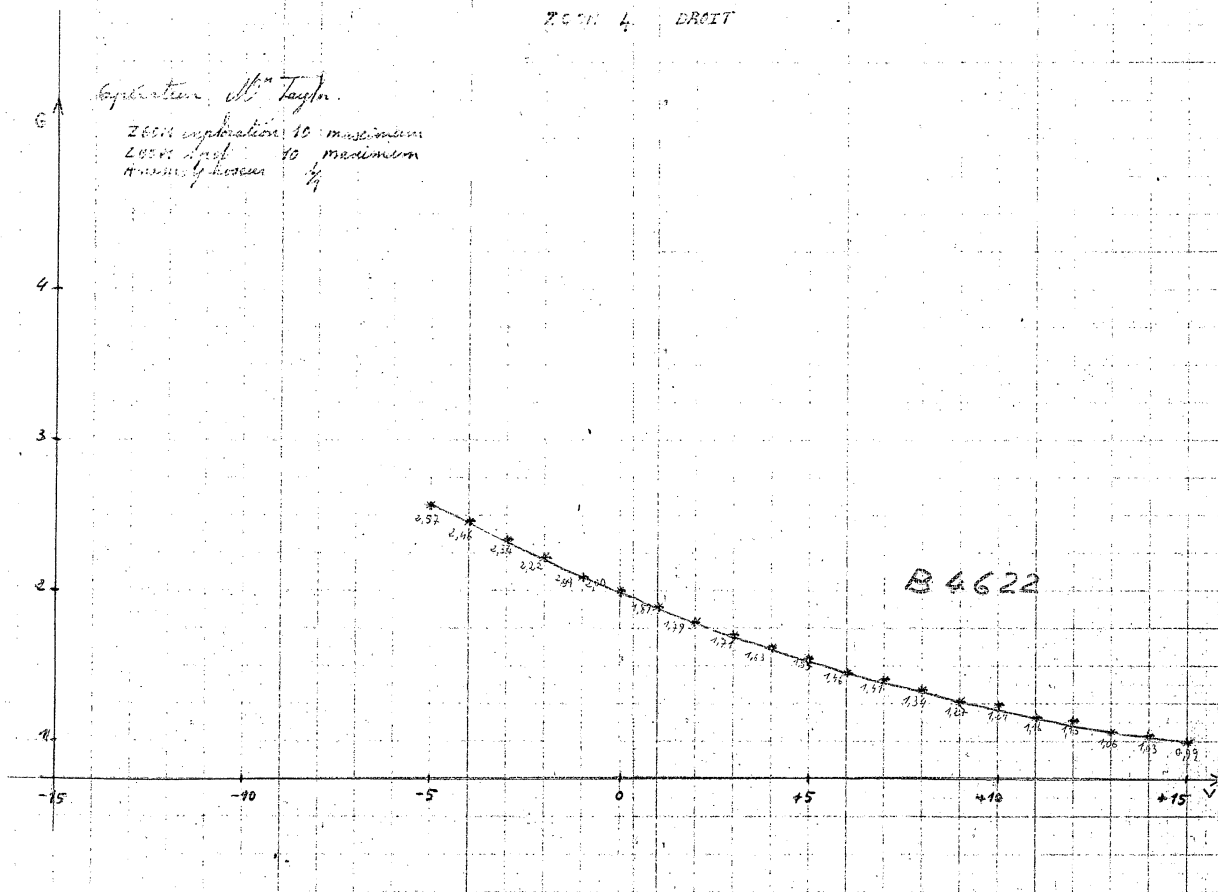


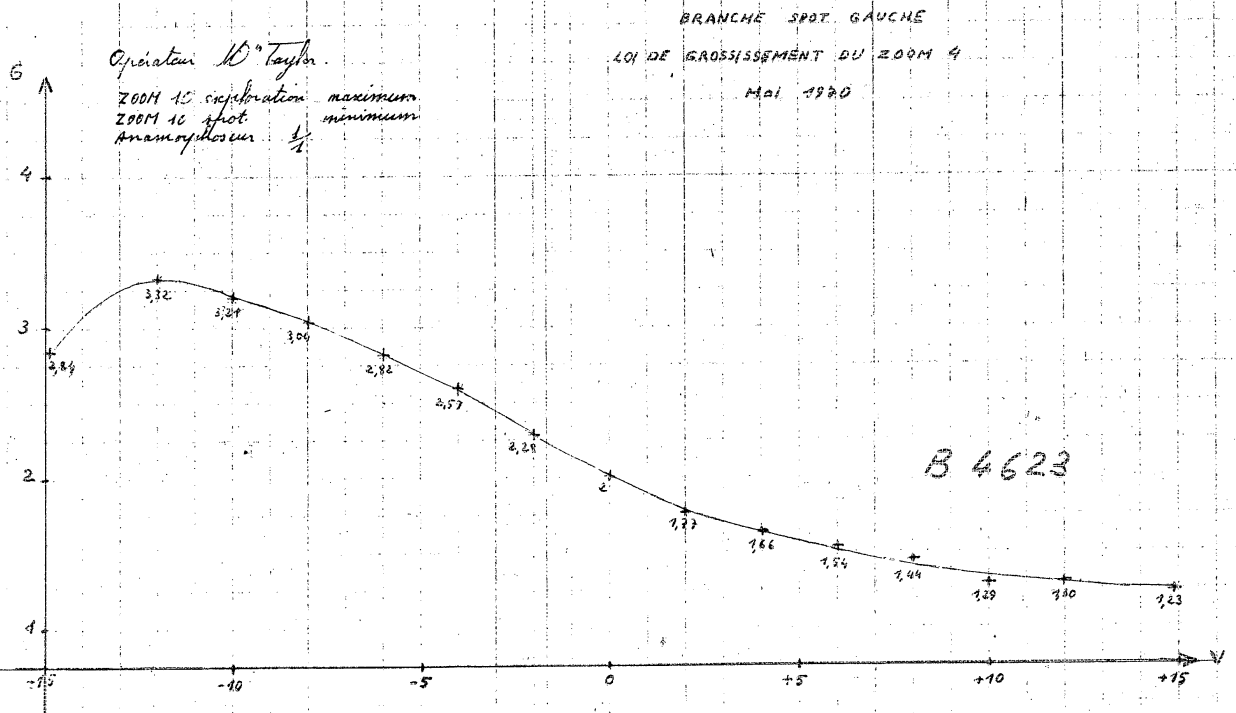


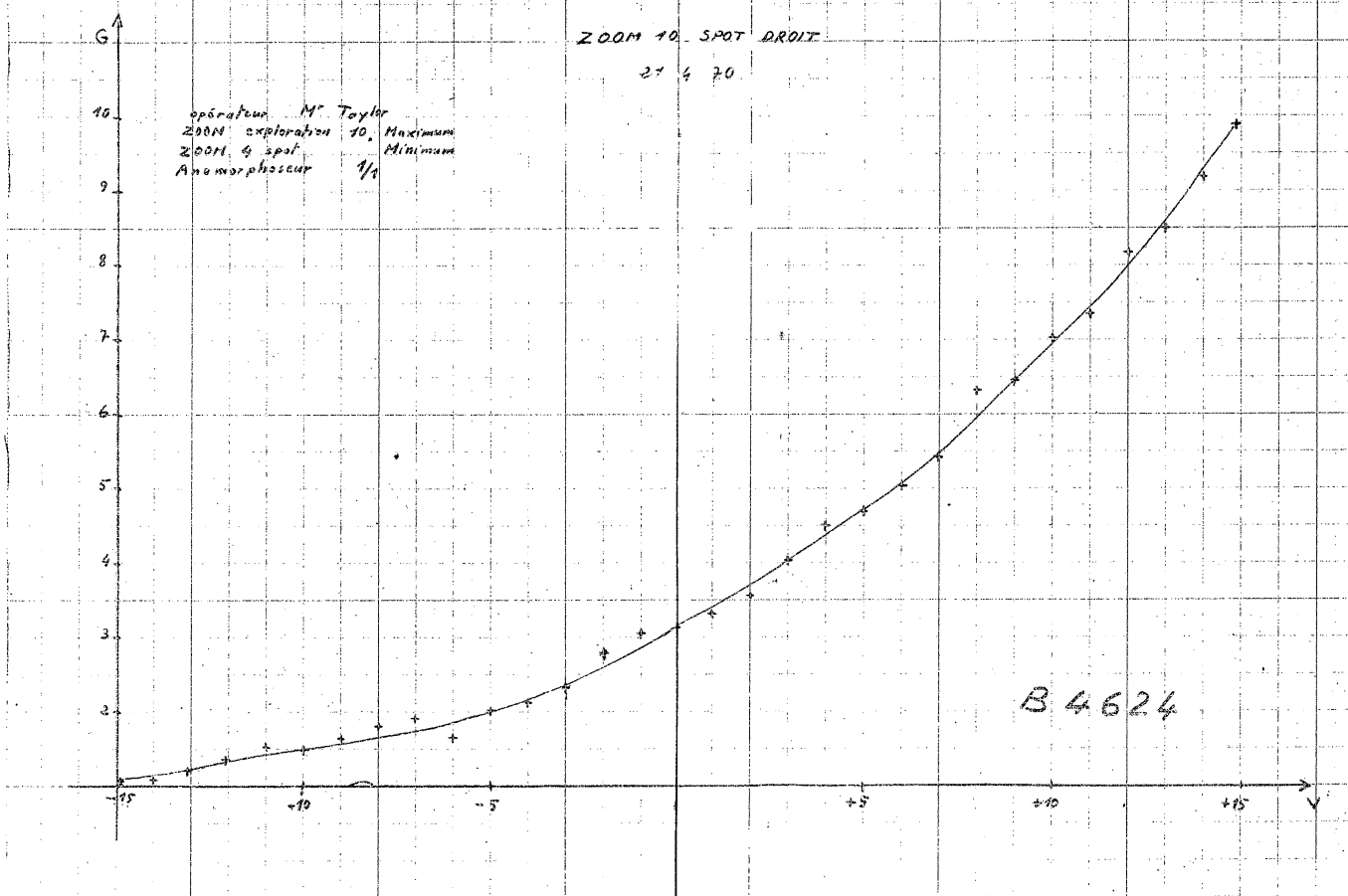


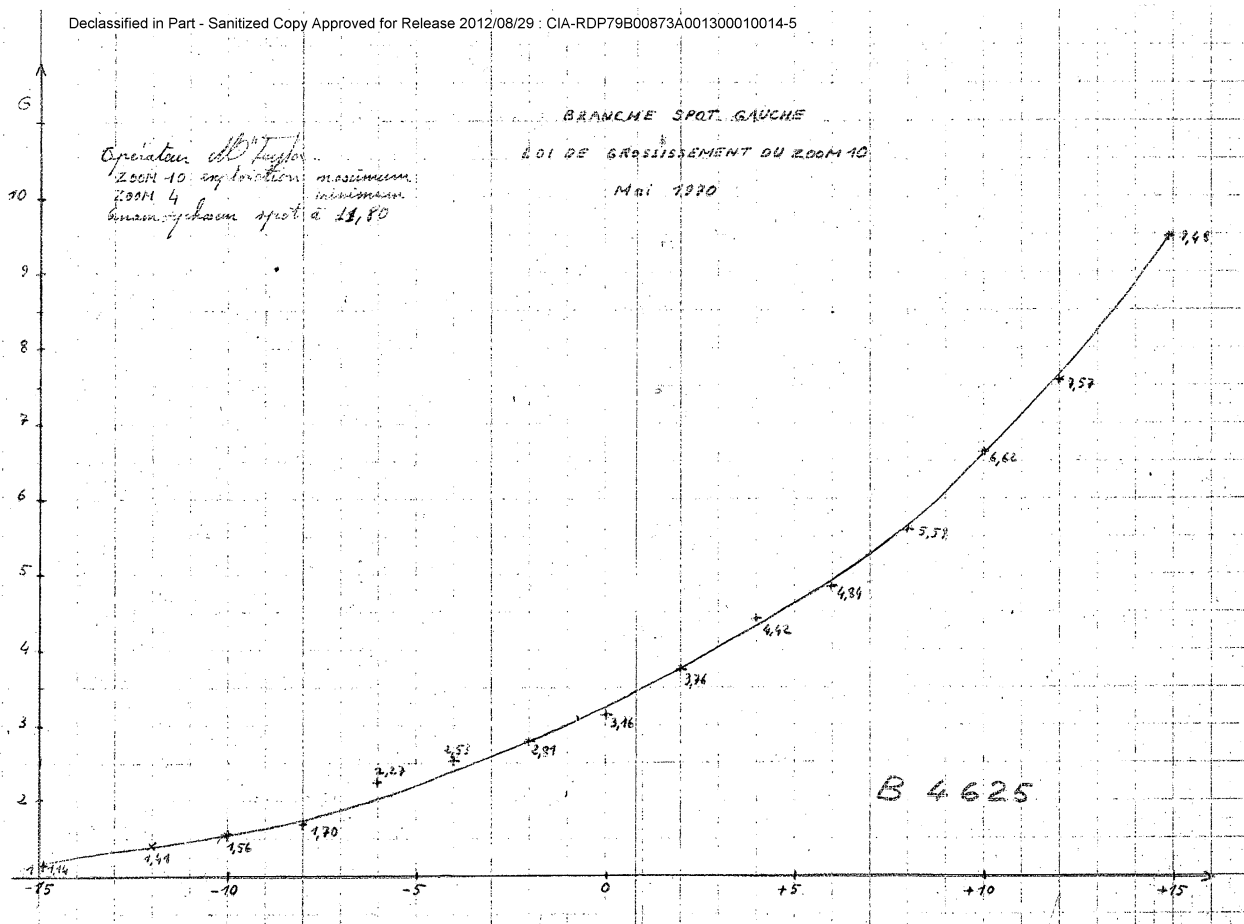
B 4621

FIGURE 4. ERGIT









21.4.71

2

10

12

30

ANAMORPHOSEUR

SPOT
DASIT A

1ère série contribution M. Taylor
2ème série exploration maximum
3ème série spot minimum
4ème série minimum

31

38

32

37

36

35

34

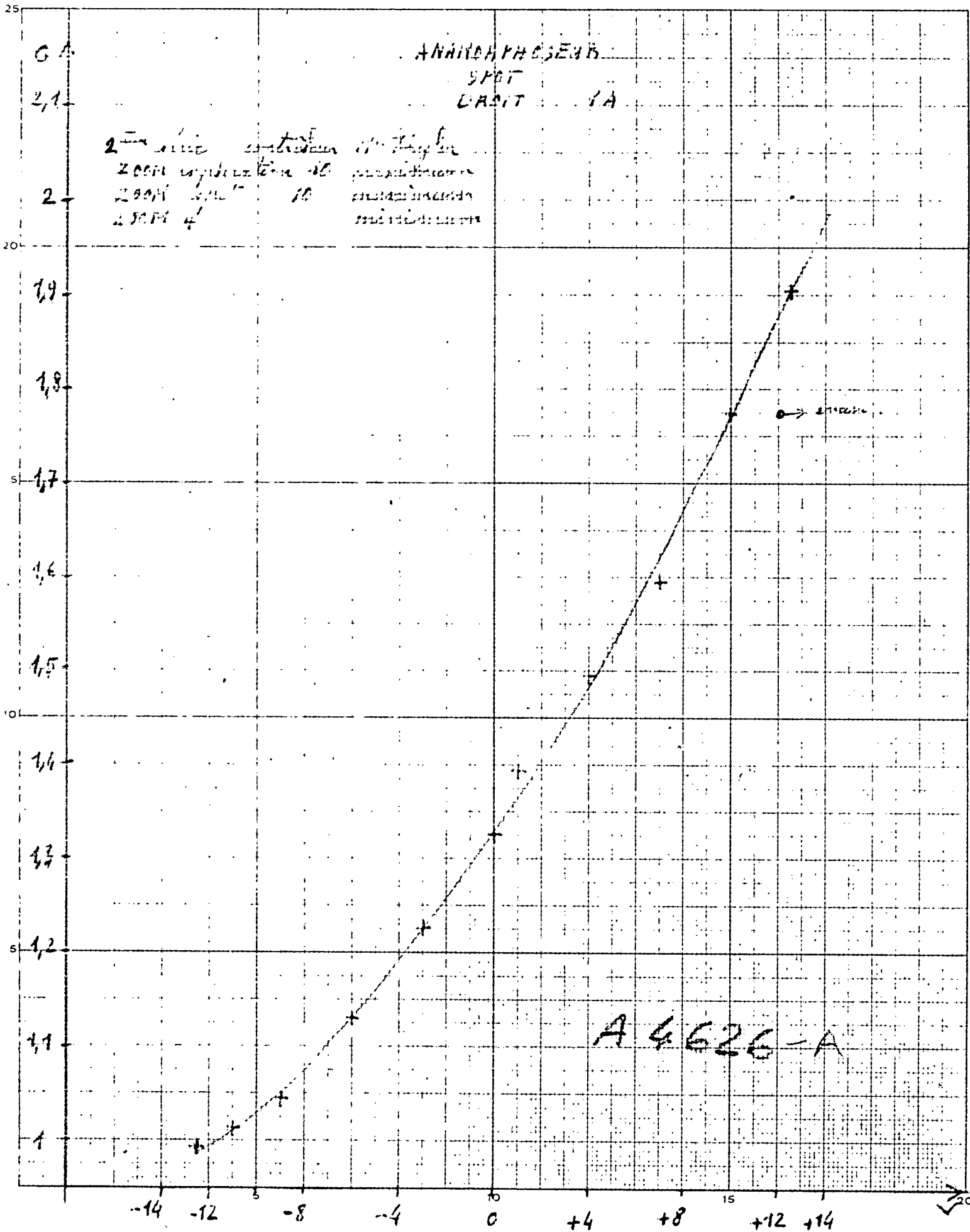
33

32

31

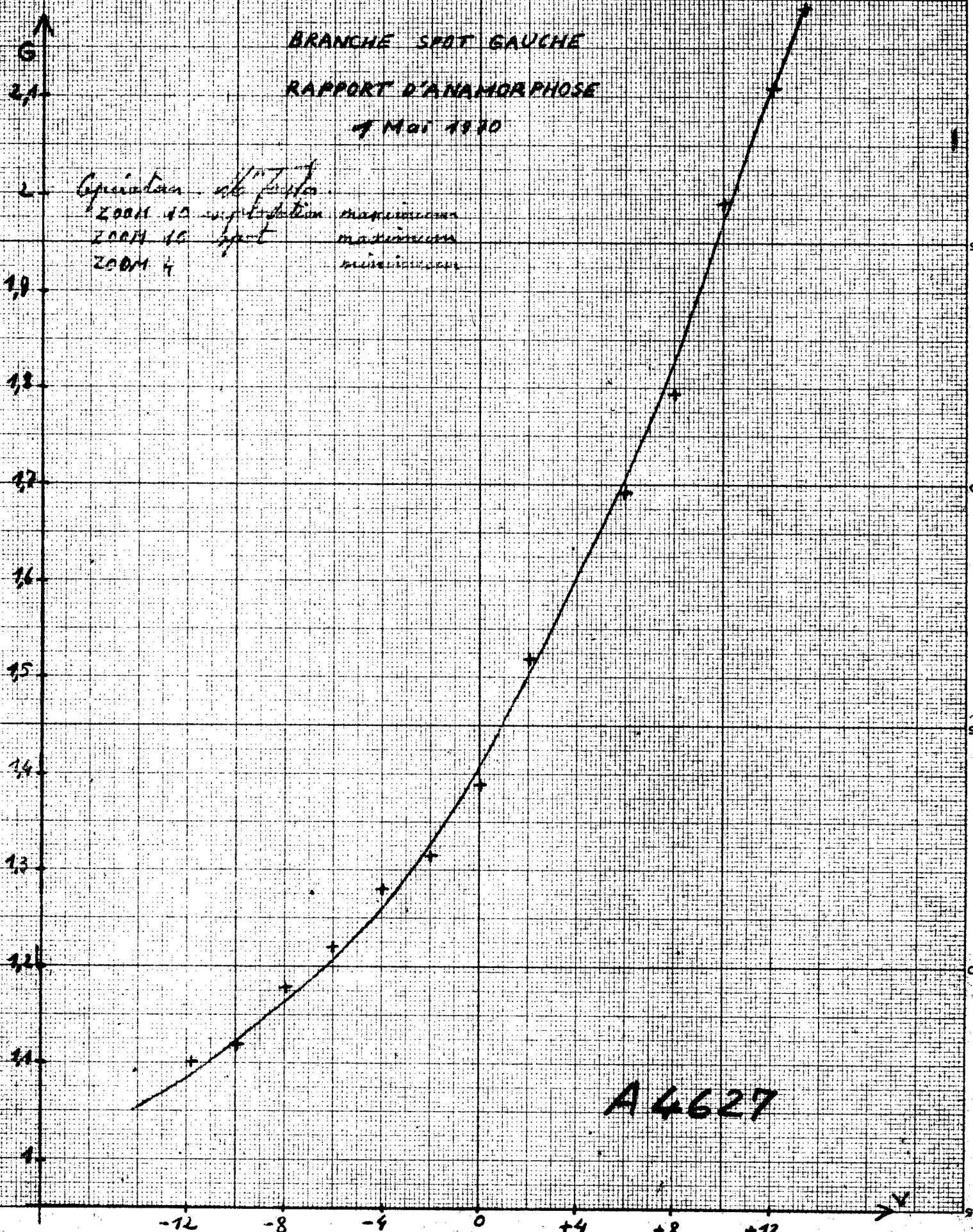
A 4626

LES PAPIERS CANSON 150G



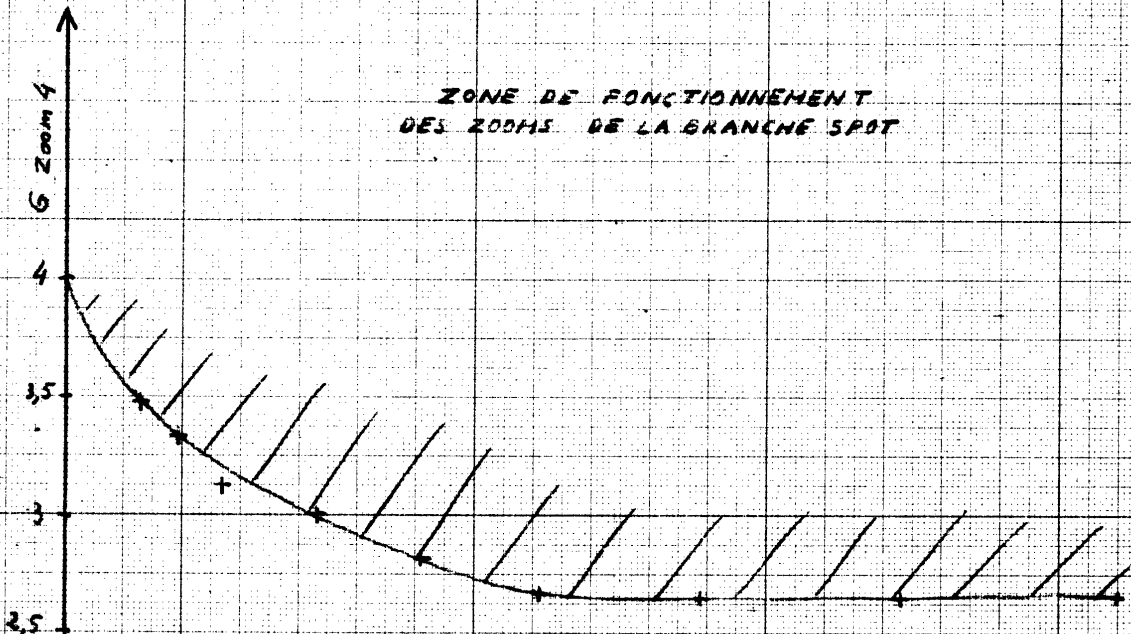
BRANCHE SPOT GAUCHE
RAPPORT D'ANAMORPHOSE
4 Mai 1970

Opération de Fusta
ZOOM 45 - extrapolation maximum
ZOOM 10 - spot maximum
ZOOM 4 - minimum



A4627

22-4-70



ZONE DE FONCTIONNEMENT
DES ZODIAS DE LA BRANCHE SPOT

ZONE DE FONCTIONNEMENT

A 4628

1	2	3	4	5	6	7	8	9	10	G Zoom 4 Spot
10	9	8	7	6	5	4	3	2	1	G Zoom 4 Explorer
200	180	160	140	120	100	80	60	40	20	G objectif 40
100	90	80	80	60	50	40	30	20	10	G objectif 20

APP. II

Packing and Shipping of the Optical Subassemblies for the Stereocomparator

The optical subassemblies were manufactured by [redacted] in Paris, France and shipped by air from their plant to [redacted] California.

STAT

STAT

[redacted] designed the packing system and performed experiments to establish the effectiveness of the anti-shock and vibration method utilized. The initial test consisted of a trial shipment by truck in Paris, and on the basis of the test the packing design was modified to the form finally used for shipping. Cases 1 through 5 were double cases, while 6 and 7, which contained the reticle branches, were triple cases. Tests were also made on several trucks to determine which truck had the best ride characteristics, Truck speed did not exceed 40KPH from [redacted] to Orly and the chauffeur slowed down for any portion of the route that appeared to be rough.

STAT

STAT

The instrument was loaded on two pallets by TWA; one held the two reticle systems, and the other held the remainder of the instrument. The aircraft left Paris and stopped in Zurich, Rome, New York, Dayton, Indianapolis and Los Angeles before arriving in San Francisco. Handling in Paris, Zurich and Rome was excellent. The most critical pallet, containing the reticles, rode in the #1 position of the aircraft, except from

Zurich to Rome. The #1 position is forward of the cargo hatch, thus eliminating unnecessary movement of the reticles.

During the reloading process in New York, the reticles did receive a shock from another pallet, but it was not more than 3.5 G's on exterior accelerometers. The ground crew in Dayton was the worst encountered, but the shipment did not appear to be affected.

The remainder of the trip to [] was quite uneventful and the shipment arrived in apparently reasonable condition. Truck speed did not exceed 20MPH on the trip from San Francisco Airport to []

STAT

STAT

The following is a list of internal and external accelerometer readings taken before, during and after the shipment.

Accelerometer Readings (in "G's")
for Box #1

Main Optical Bridge

Date	Location	X	External Y*	Z	Note
May 19	<input type="text"/>	1.0	1.0	3.0	Mounting STAT
May 20		1.0	1.5	3.0	
May 21		1.5	1.5	3.0	
		Initial loading	1.5	1.5	
	Arrive Orly	1.5	1.5	3.0	
	On plane Orly	1.5	1.5	3.0	
	Zurich depart	1.5	1.5	3.0	
May 22	Rome depart	1.5	1.5	3.0	2
	New York depart	2.5	1.5	3.0	3
	Dayton depart	2.5	2.0	3.0	4
	Indianapolis depart	2.5	2.0	3.0	
	Los Angeles depart	2.5	2.0	3.0	
	San Francisco offload	4.0	2.0	3.5	
	San Francisco on truck	4.0	2.0	3.5	
	Arrive <input type="text"/> (on floor)	4.0	2.0	4.0	STAT

*Fuselage centerline

Upon mounting, the internal accelerometers read as follows:

X = 0
Y = 0
Z = 2.0
Accelerometer #4465

Inspection at disclosed the following readings:

X = 1.0
Y = 2.5
Z = 3.75
Accelerometer #4465

Case Data: L = 228cm Total weight = 837Kg
W = 176cm
H = 90cm

Accelerometer Readings (in "G's")
for Box #5
Diaphragms

Date	Location	External			Note
		X	Y*	Z	
May 19	[Redacted]	0.5	1.0	1.5	Mounting STAT
May 20		1.0	1.0	1.5	
May 21		1.0	1.0	1.5	1
		Initial loading	1.0	1.0	1.5
	Arrive Orly	1.0	1.0	2.0	
	On plane Orly	1.0	1.0	2.5	
	Zurich depart	1.0	1.0	2.5	
May 22	Rome depart	1.0	1.0	2.5	2
	New York depart	1.0	1.0	2.5	
	Dayton depart	1.0	1.0	2.5	4
	Indianapolis depart	1.0	1.0	2.5	
	Los Angeles depart	1.0	1.0	2.5	
	San Francisco offload	1.0	1.0	2.5	
	San Francisco on truck	1.0	1.0	2.5	
	Arrive [Redacted] (on floor)	2.0	1.5	3.5	STAT

*Fuselage centerline

Upon mounting, the internal accelerometers read as follows:

X = 0. Accelerometer #4464
Y = 0
Z = 2.0

Inspection at [Redacted] disclosed the following readings:

X = 2.5 Accelerometer #4464
Y = 1.5
Z = 5.0

STAT

Case Data: L = 112cm Total weight = 100Kg
W = 62cm
H = 70cm

NOTES:

Mounting - Initial reading at mounting.

1 - These readings indicate that boxes were moved Saturday, May 16, 1970,

STAT

2 - Rough landing by co-pilot in Rome, but no change in readings.

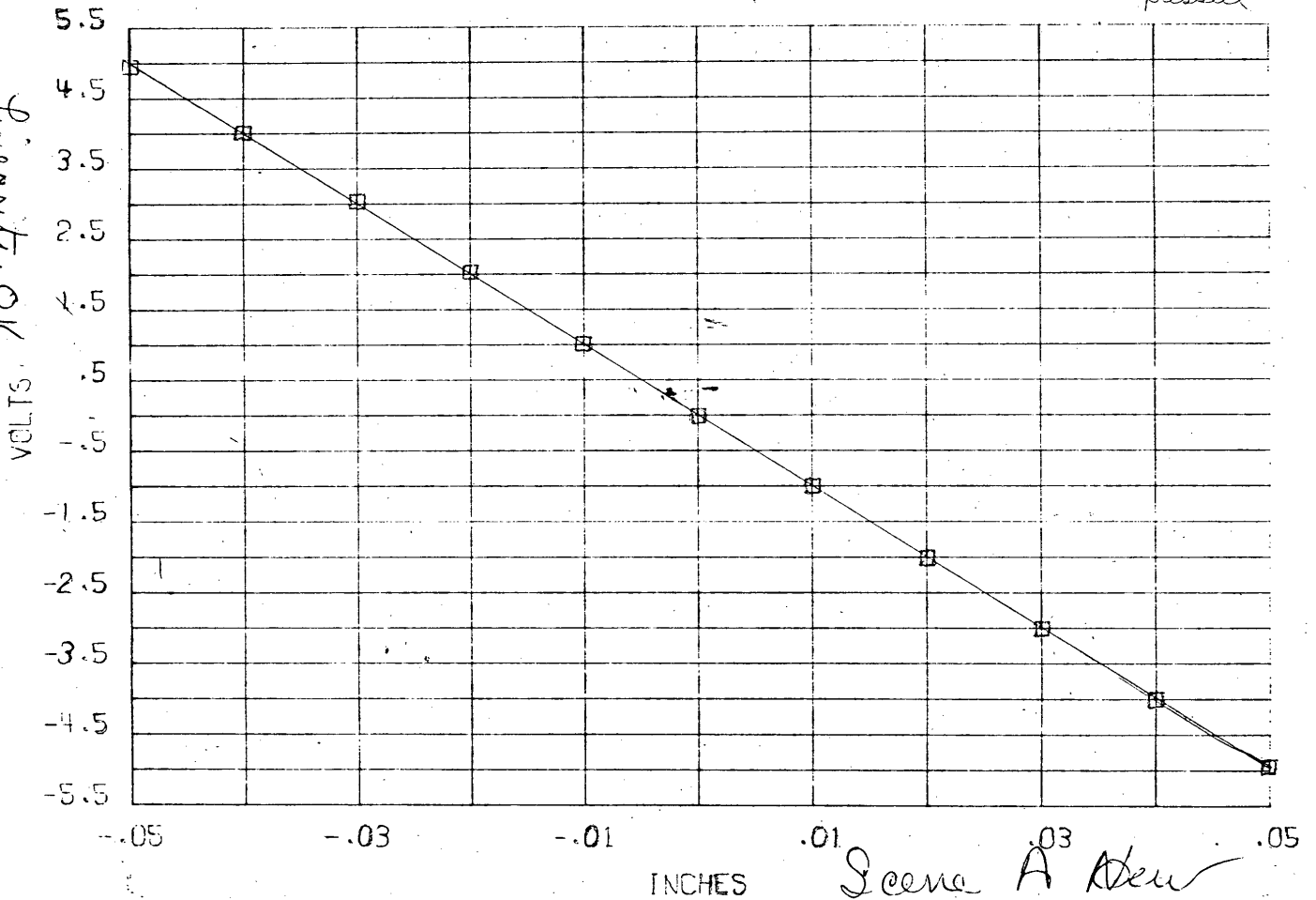
3 - These shocks occurred during reloading and ground crews mentioned it before checking.

4 - Rough handling by ground crew even though they were warned of fragile cargo. This was the worst handling observed.

APP. III

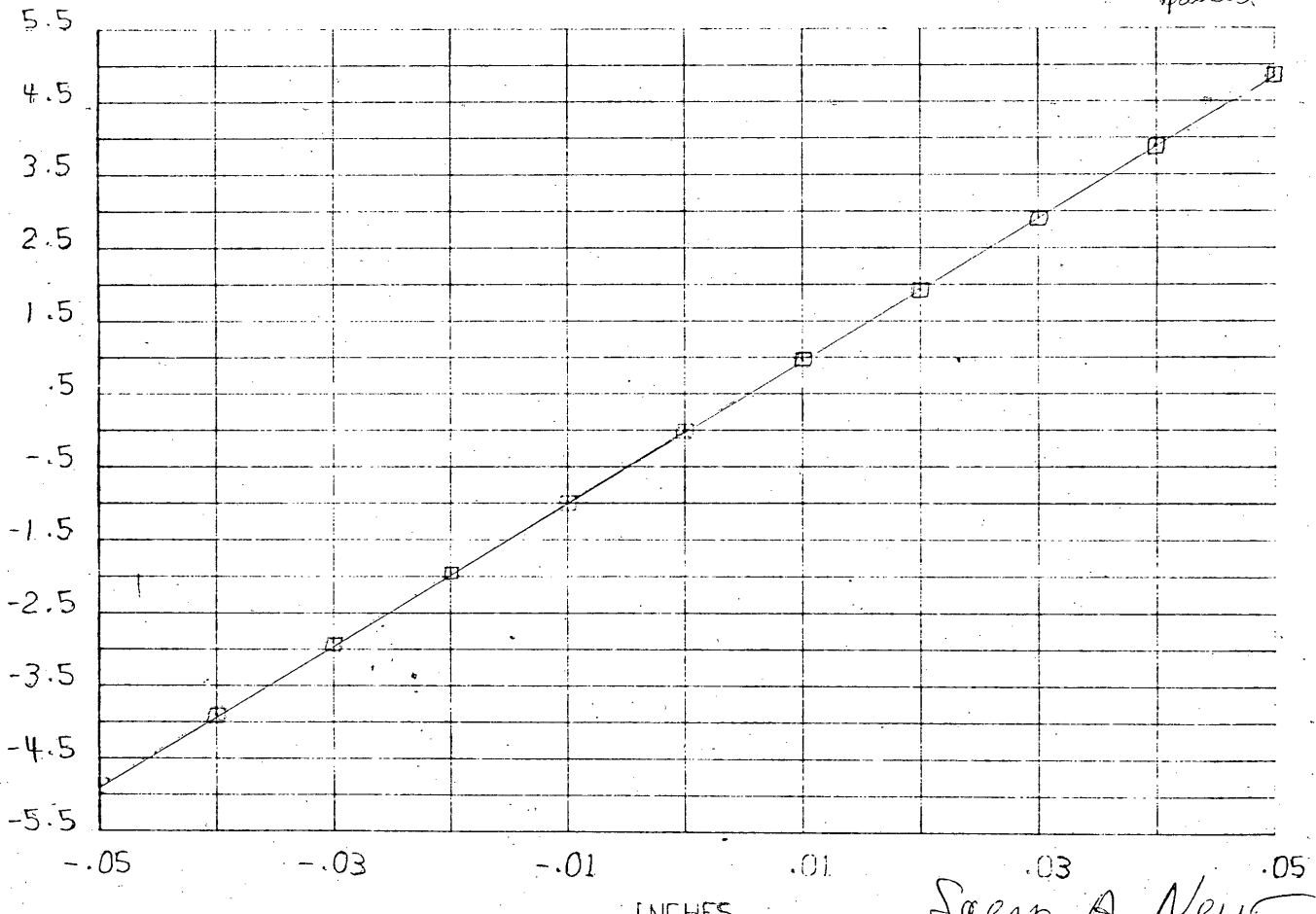
209-1, ND=1, X PARALLAX
passed

*Linearity OK
Range OK*



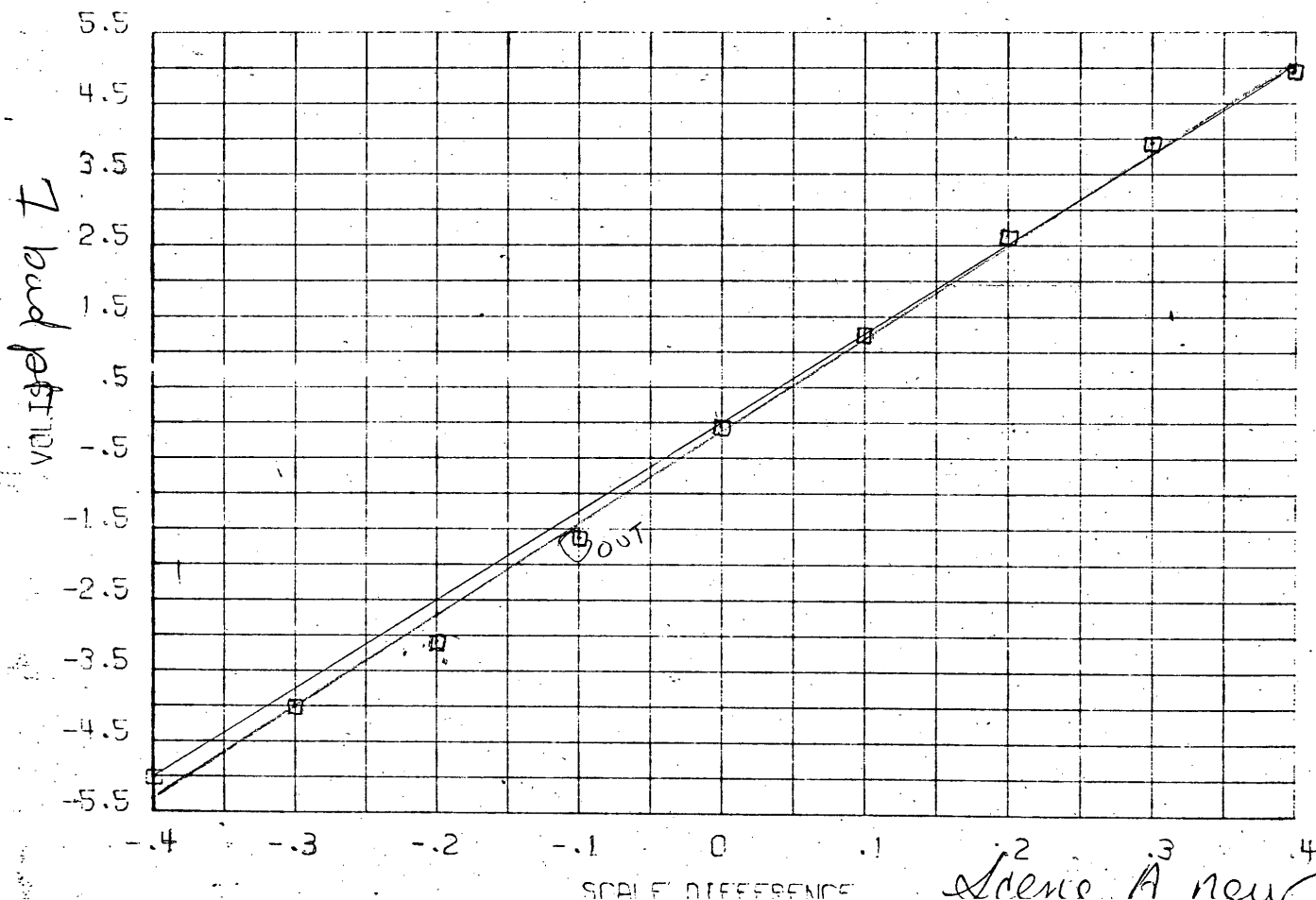
209-1, ND=1, Y PARALLAX
Based

*Linearity OK
Range OK*



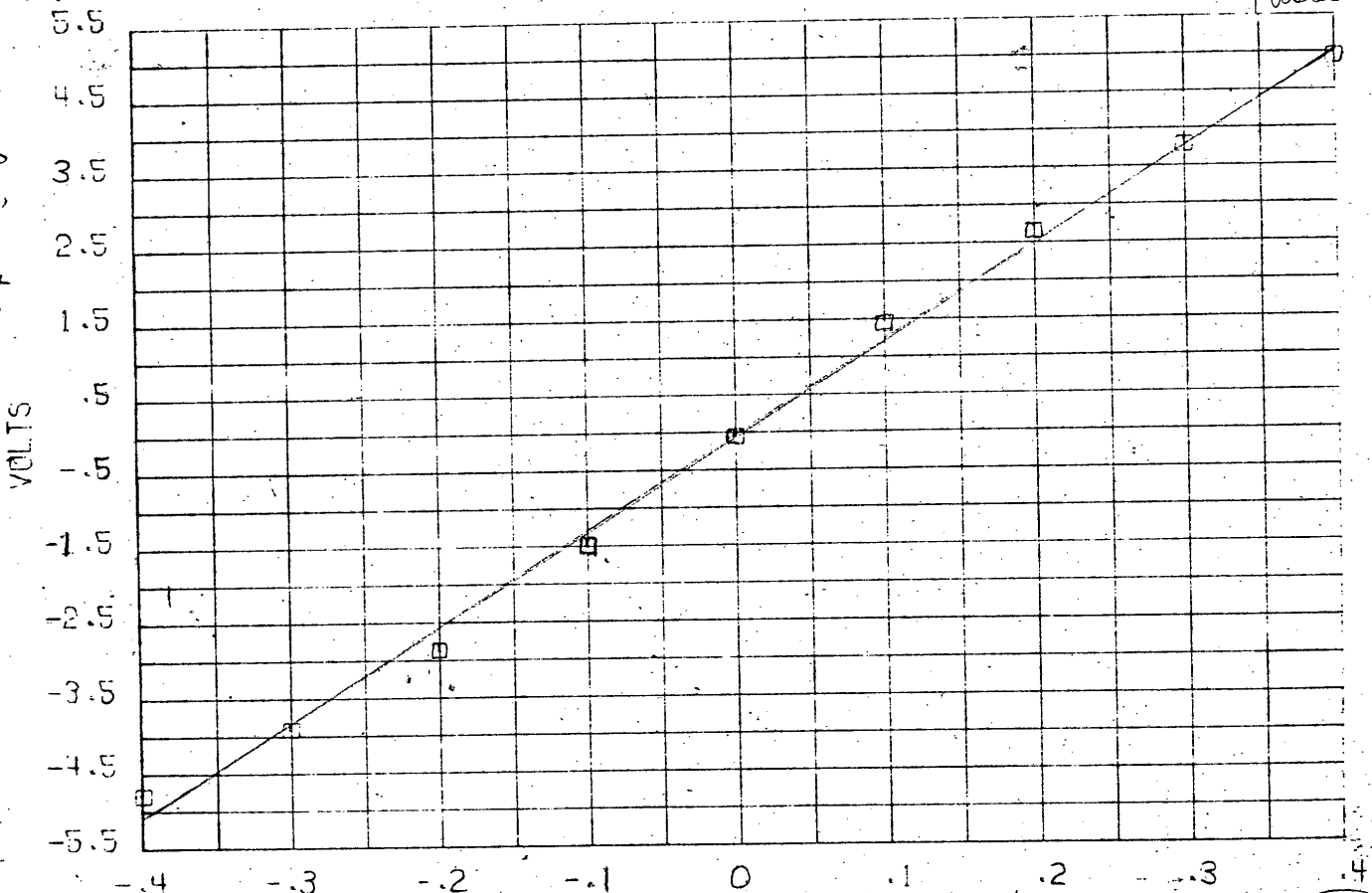
Scan A New

209-1, ND=1, X SCALE



209-1, NO=1, Y SCALE
Passed

Inventory OK
Power OK

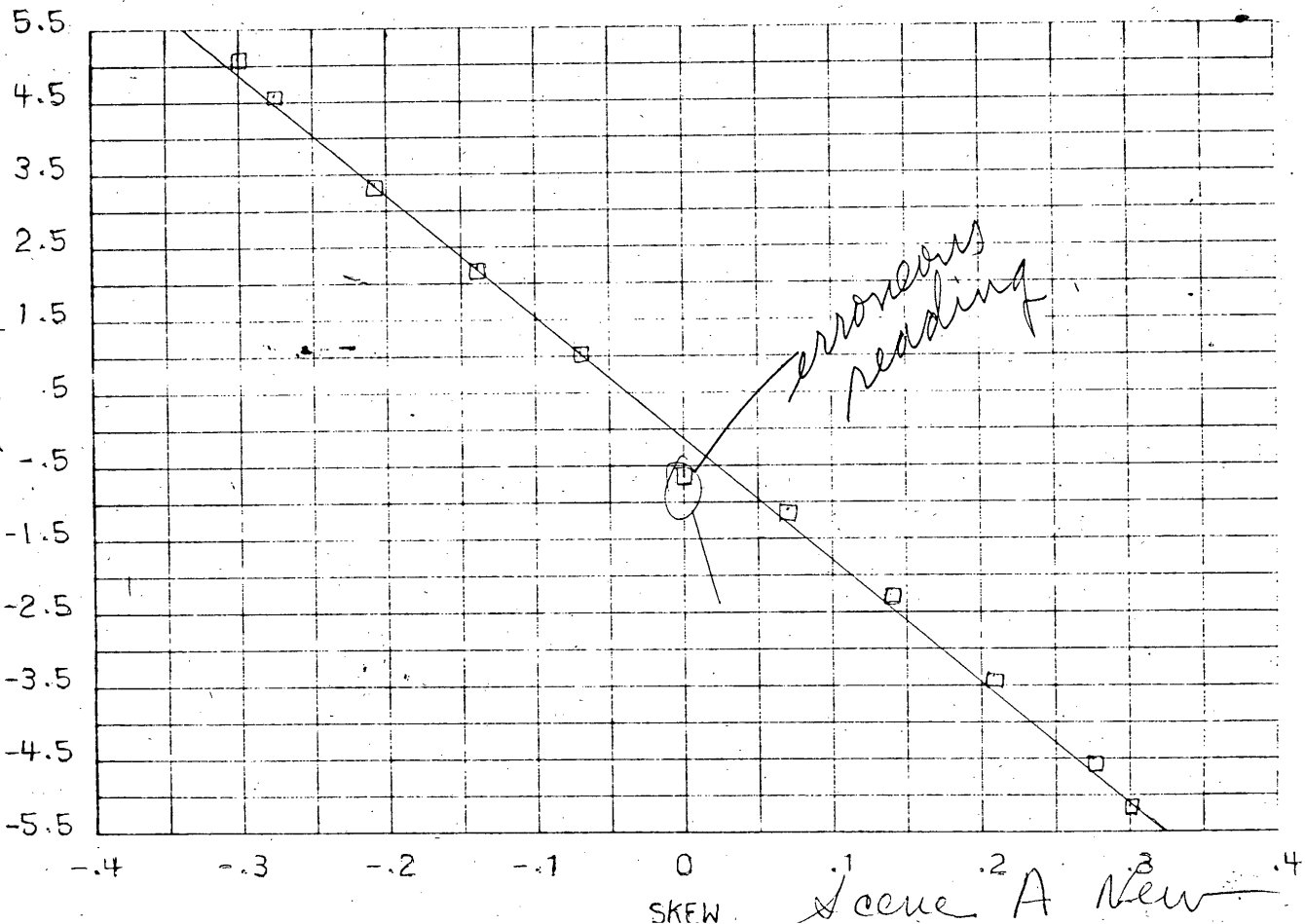


SCALE DIFFERENCE

Scene A New

209-1, ND=1, X SKEW

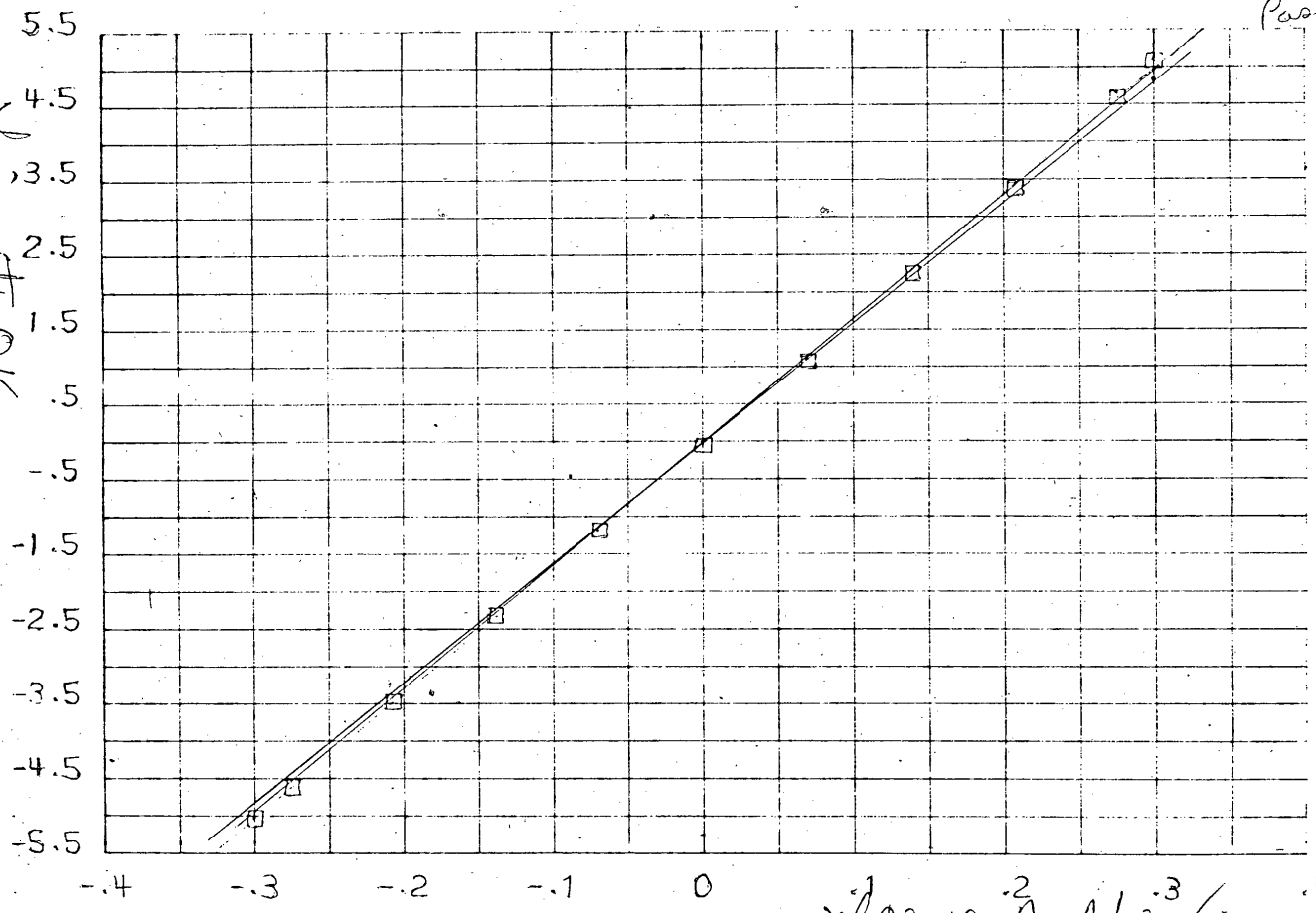
*Amount of Skew
Change OK*



209-1, ND=1, Y SKEN

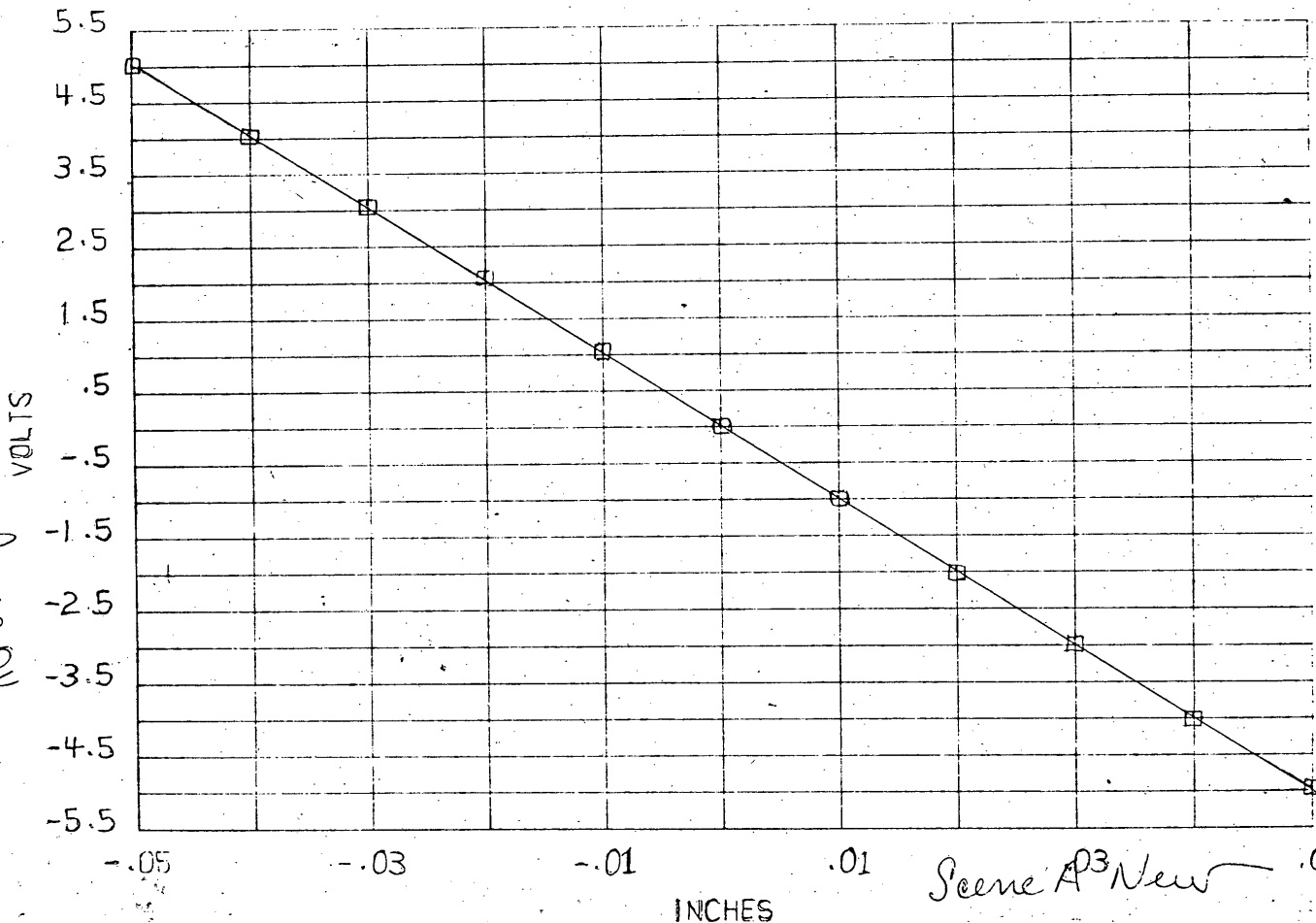
Passed

*Quantity of SKEN
Range 0 to*



Scene A New

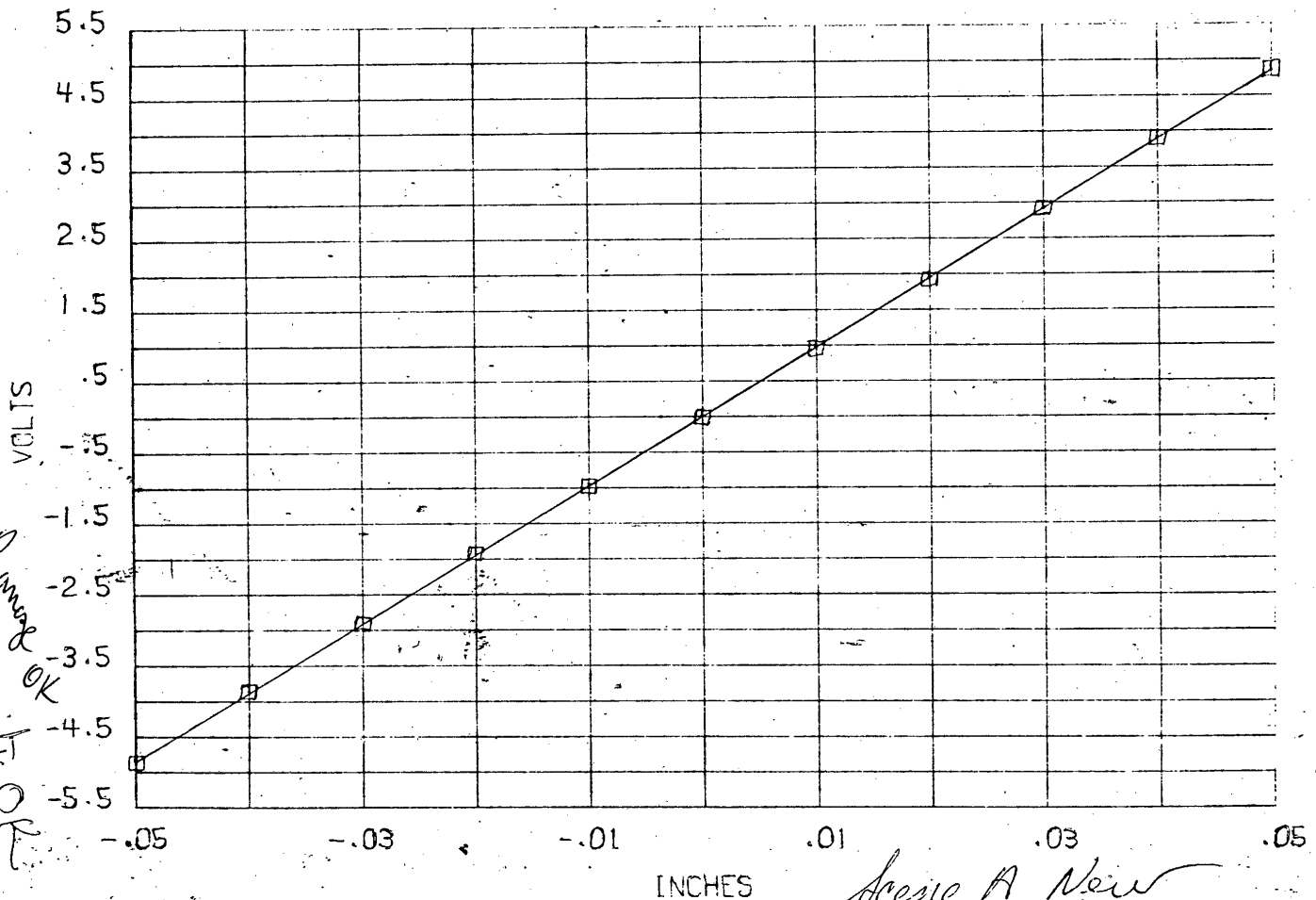
209-1, ND=2, X PARALLAX



*Quantity OK
Range OK*

Scene A⁰³ New

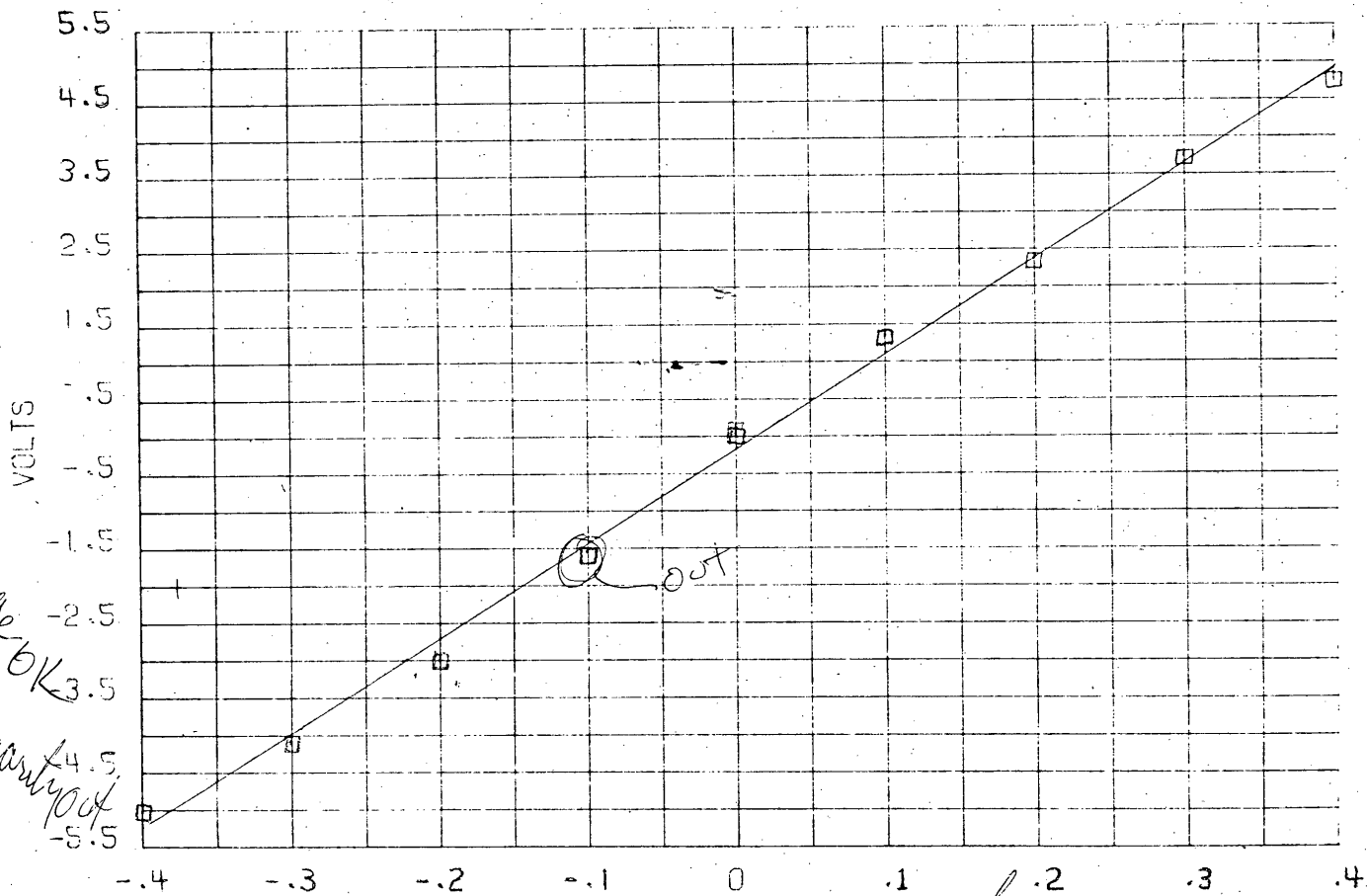
209-1, ND=2, Y PARALLAX



Range OK
0.8

Scene A New

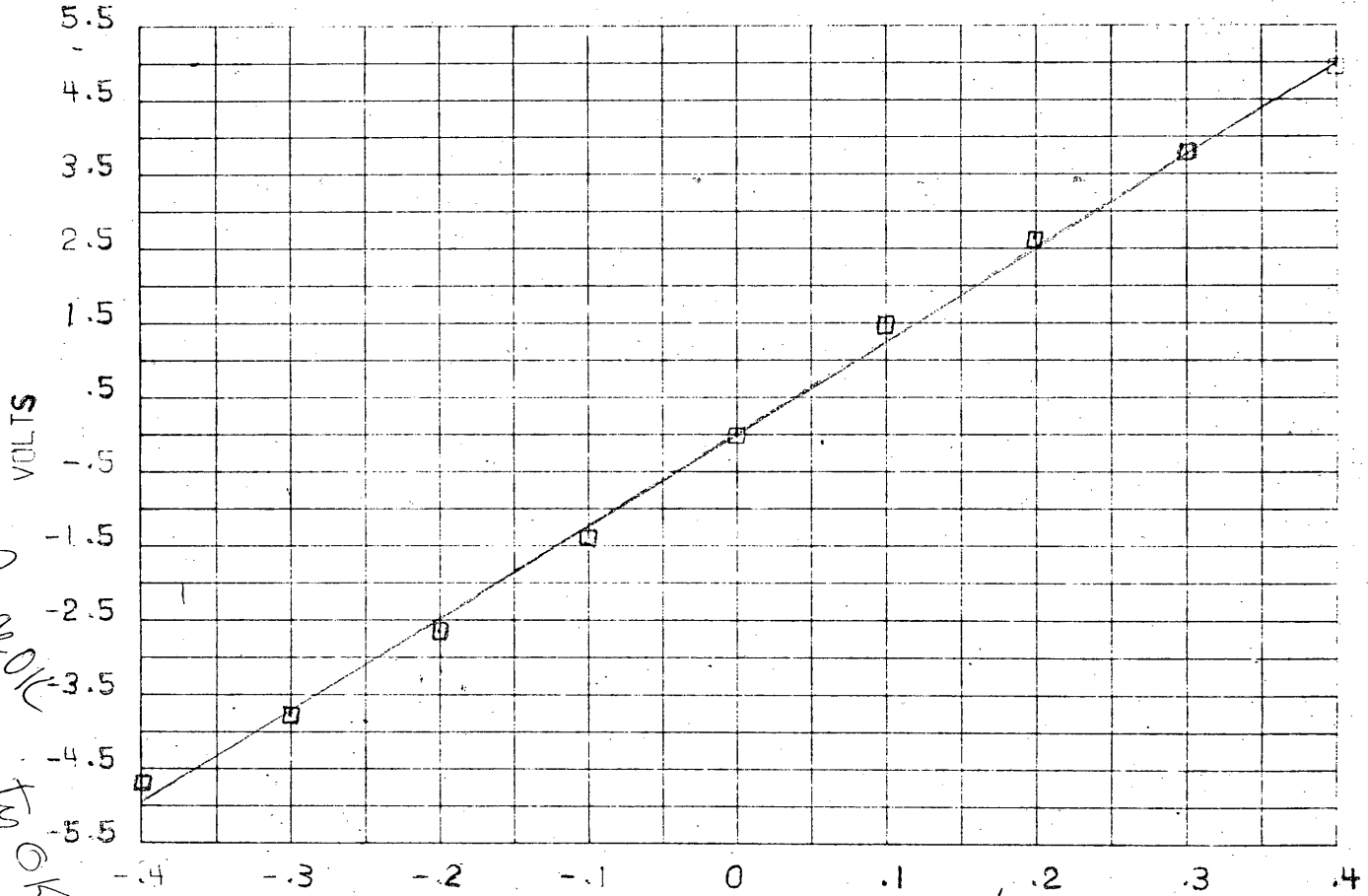
209-1, ND-2, X SCALE



SCALE DIFFERENCE

Steve A. New

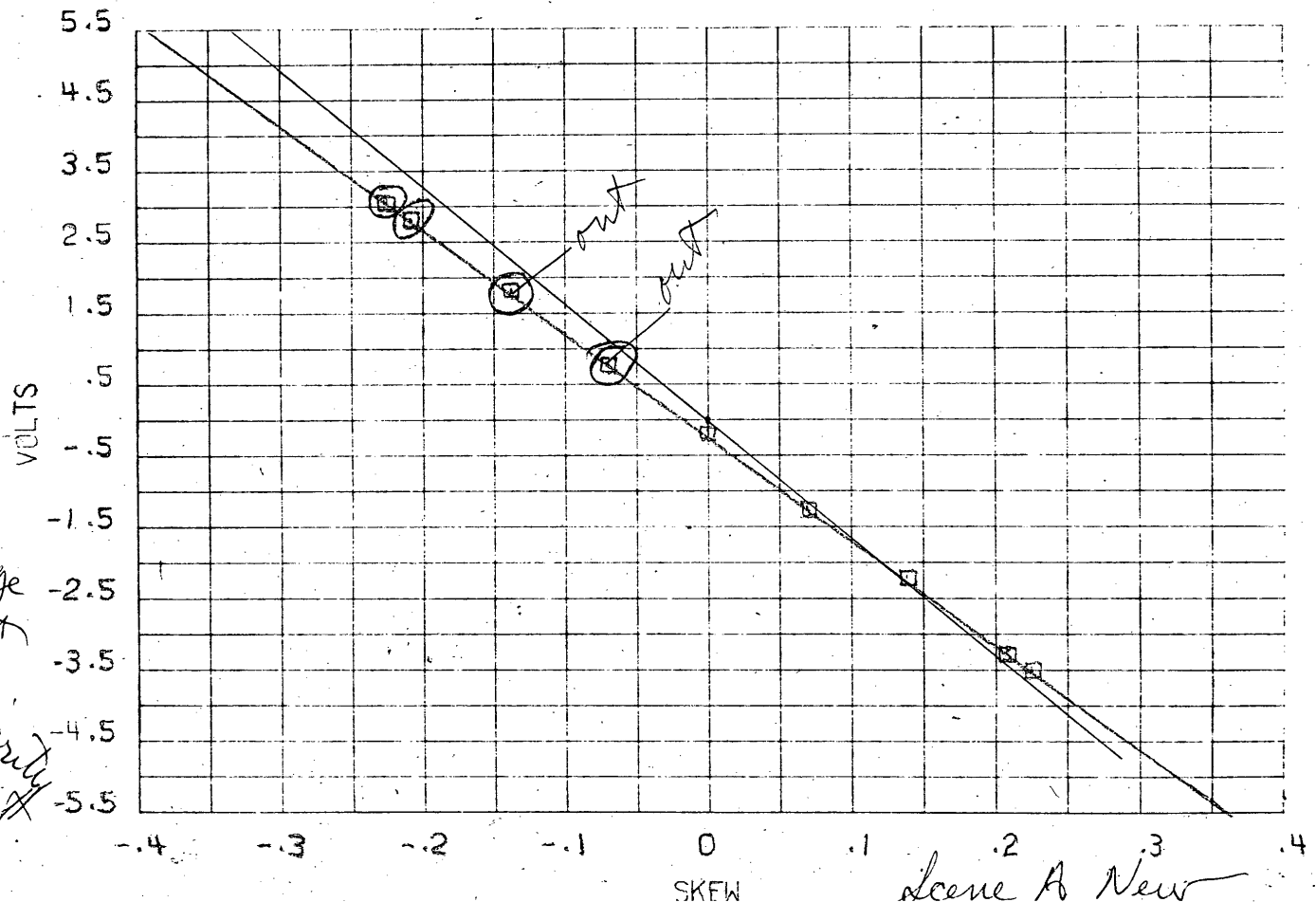
209-1. ND=2. Y SCALE



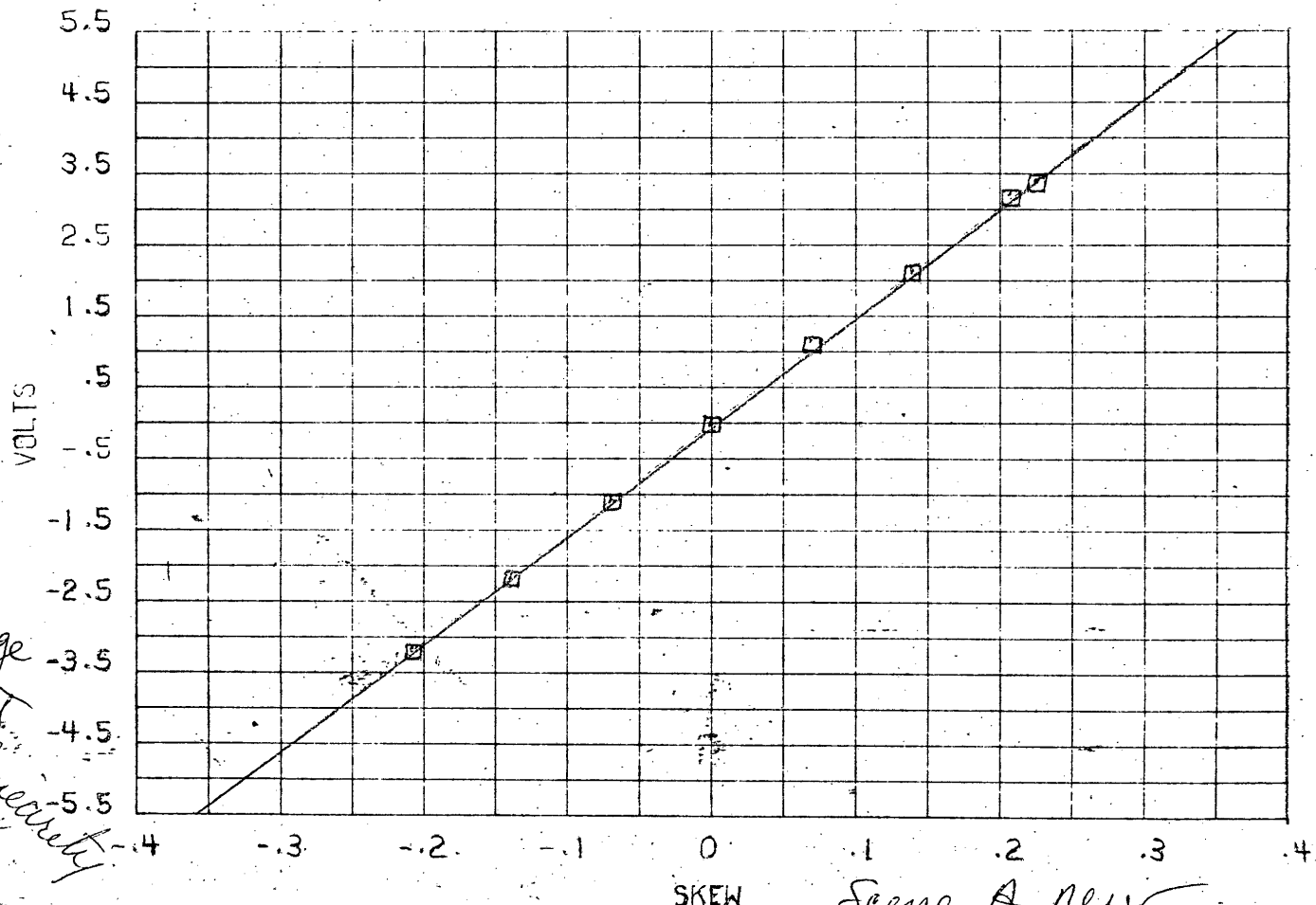
*Range OK
Linearity OK*

James A. New

209-1, ND=2, X SKEW



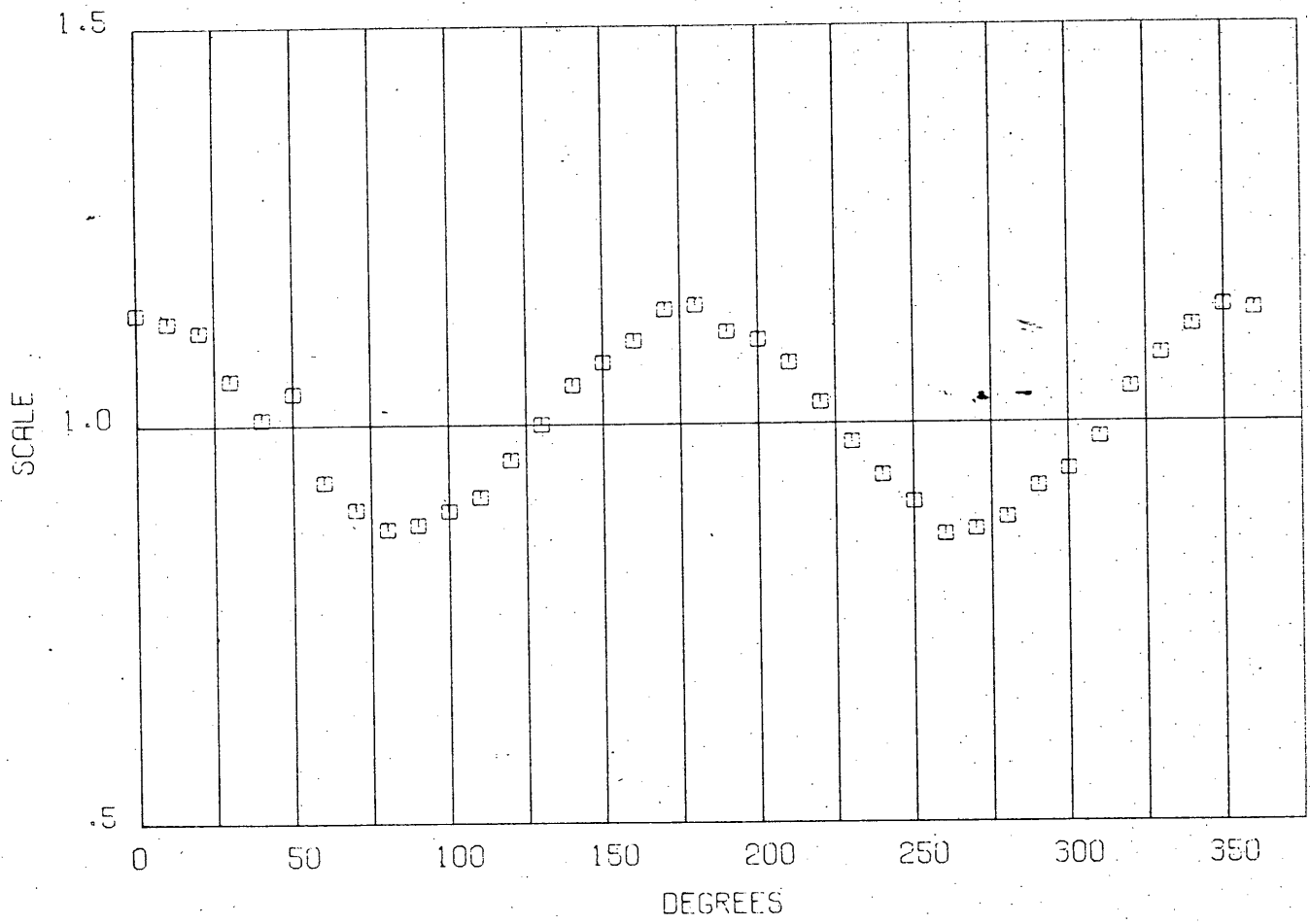
209-1, ND=2, Y SKEW



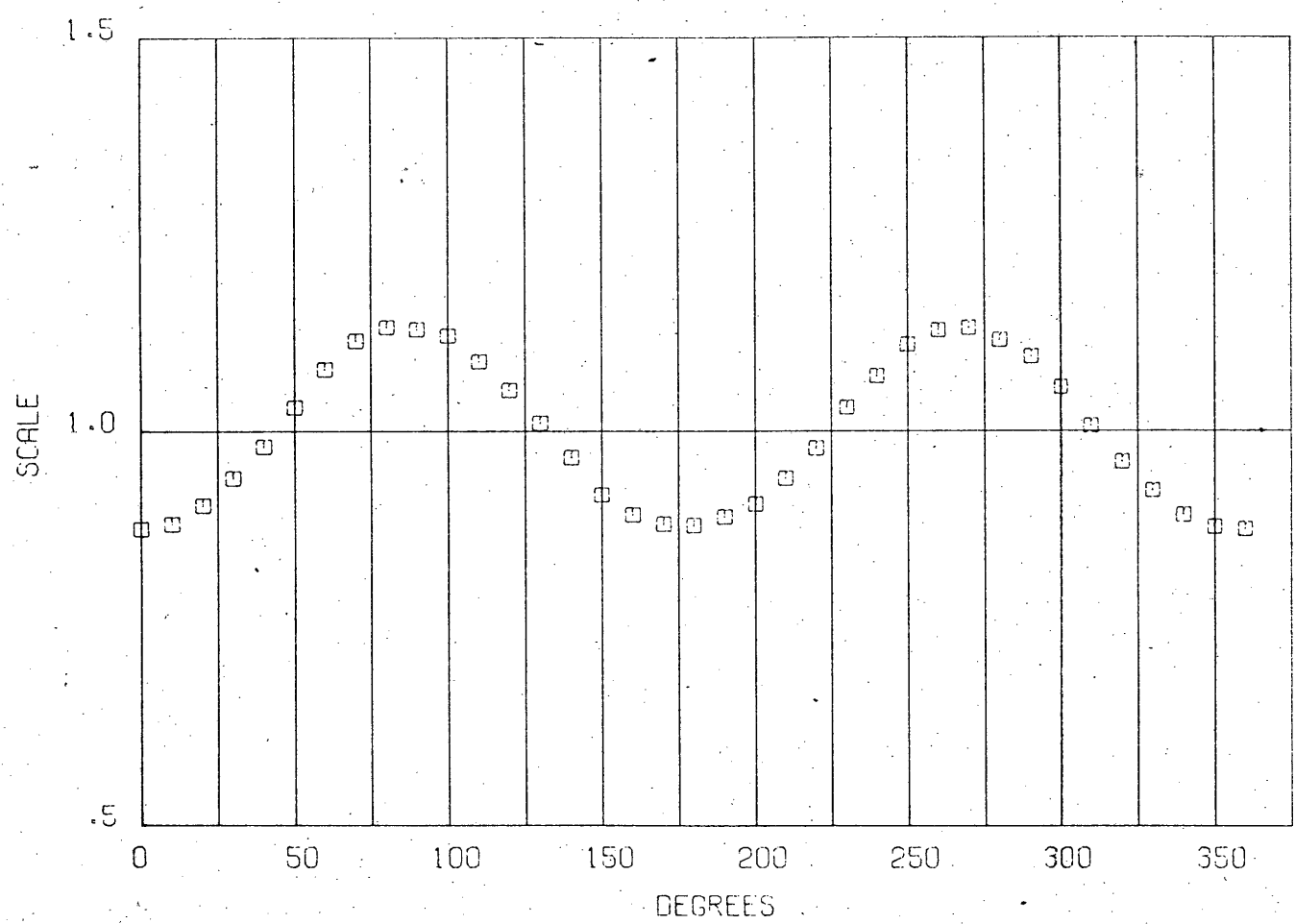
*Range out
Linearity
OK*

Scenario A New

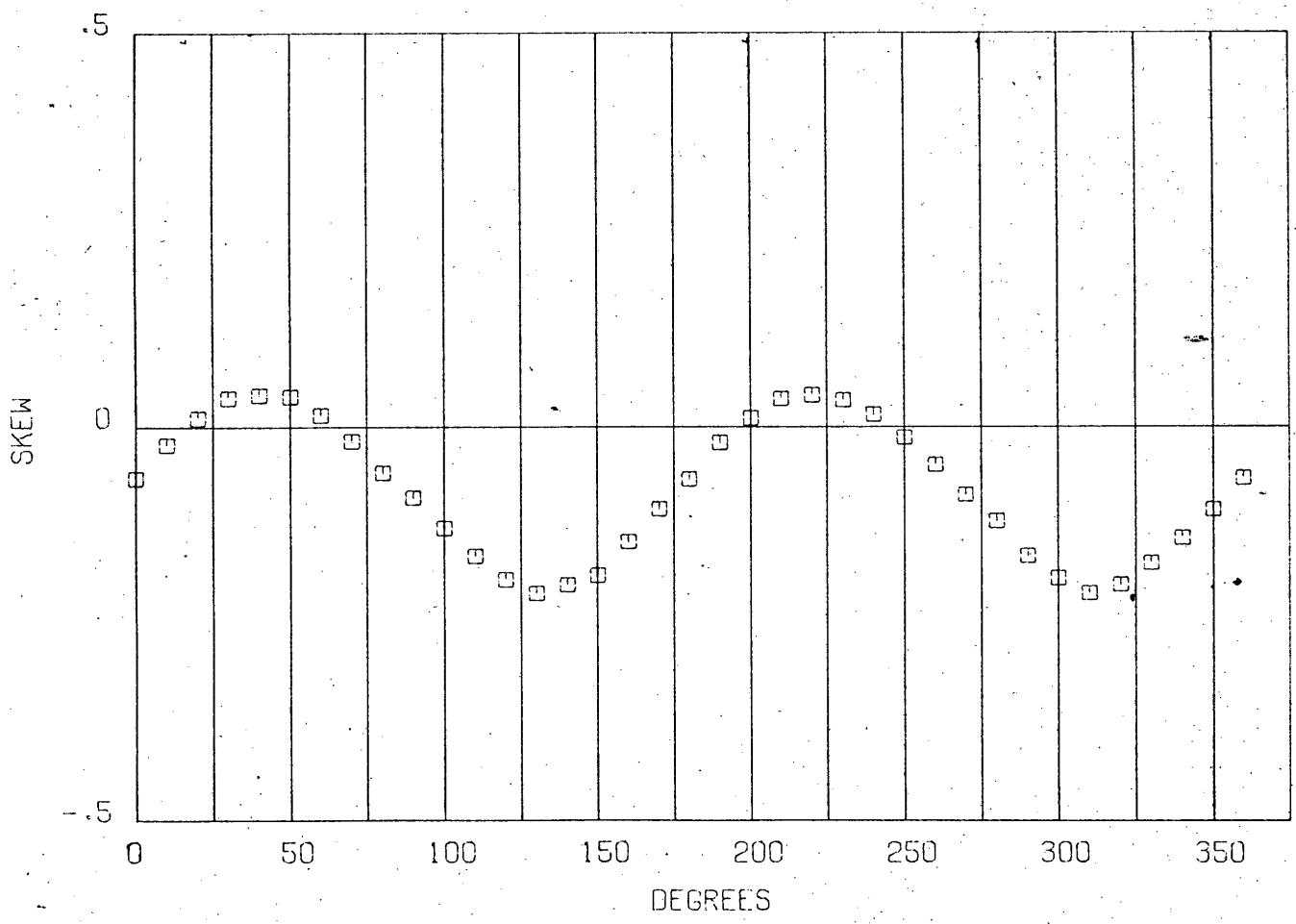
207-1, X SCALE



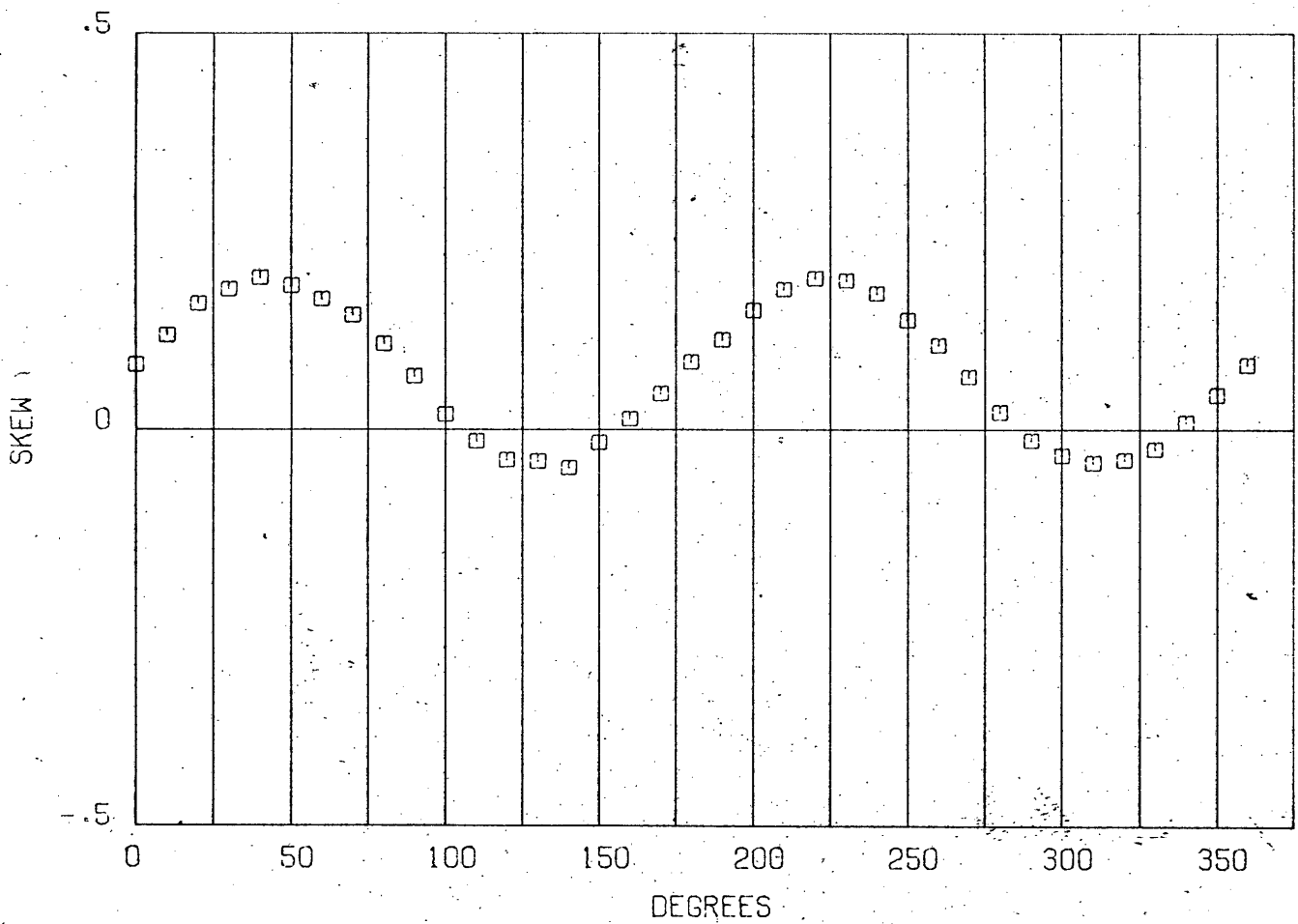
209-1, Y SCALE



209-1, X-SKEW

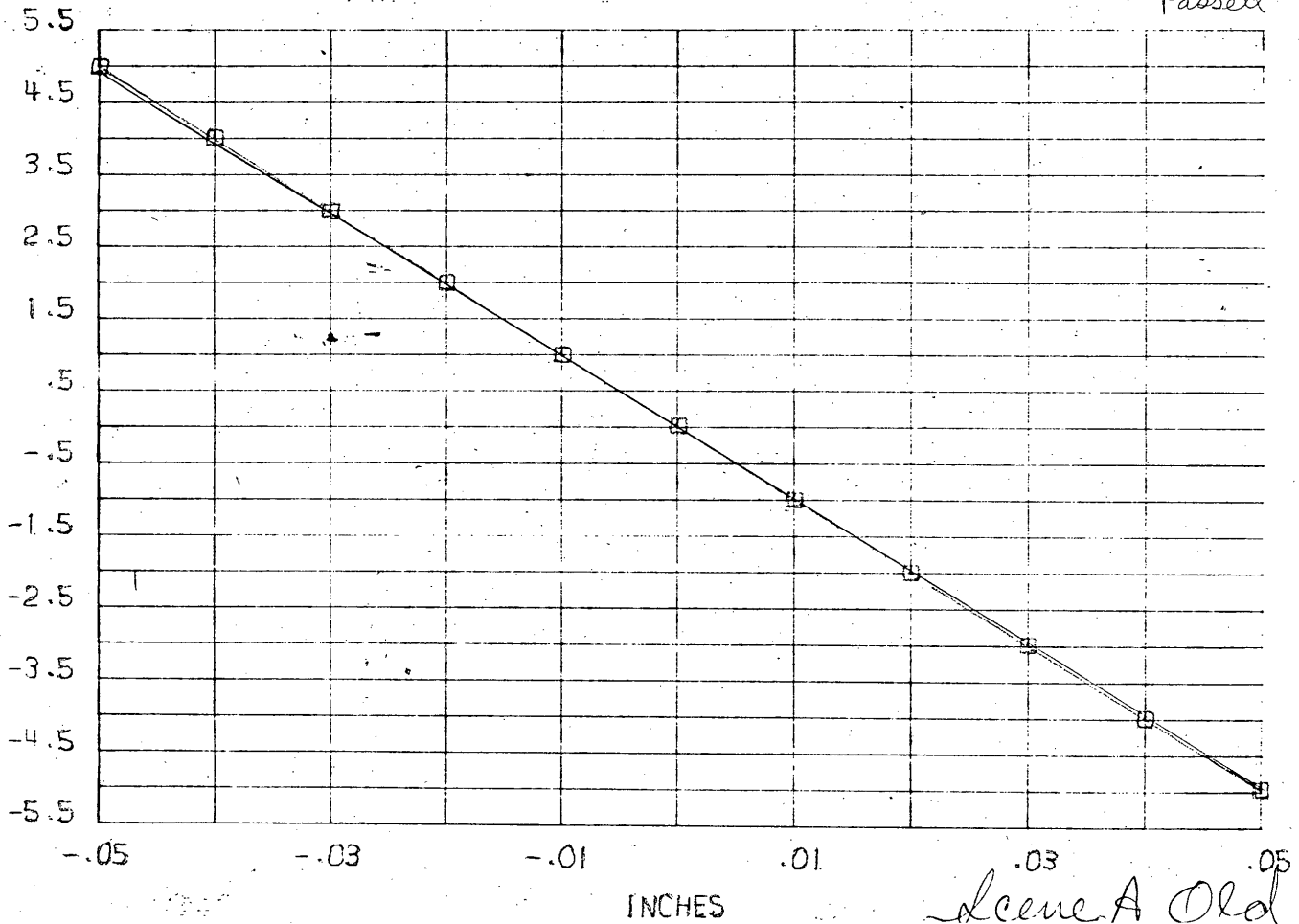


209-1. Y SKEW

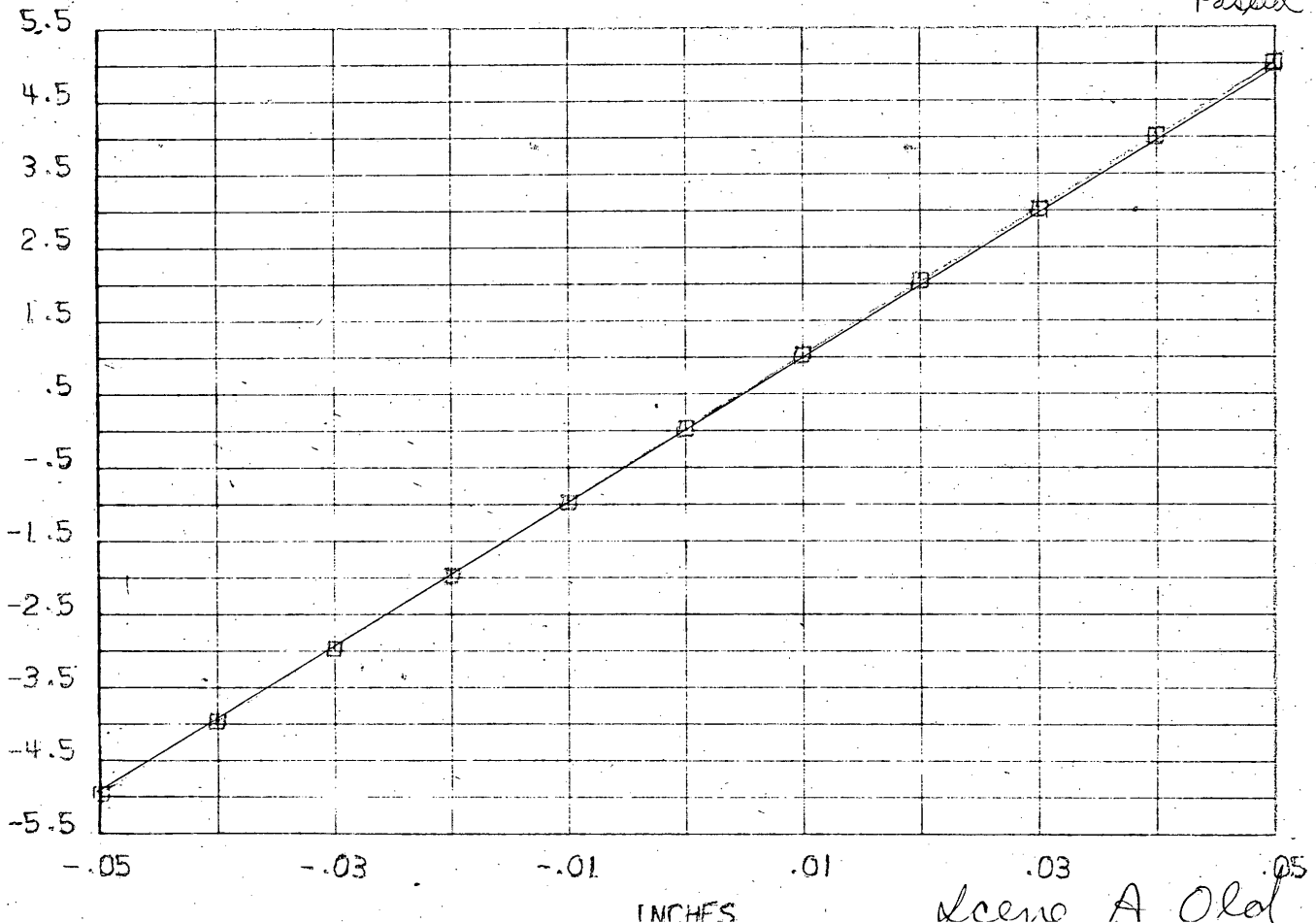


209-2, ND=1, X PARALLAX
Passed

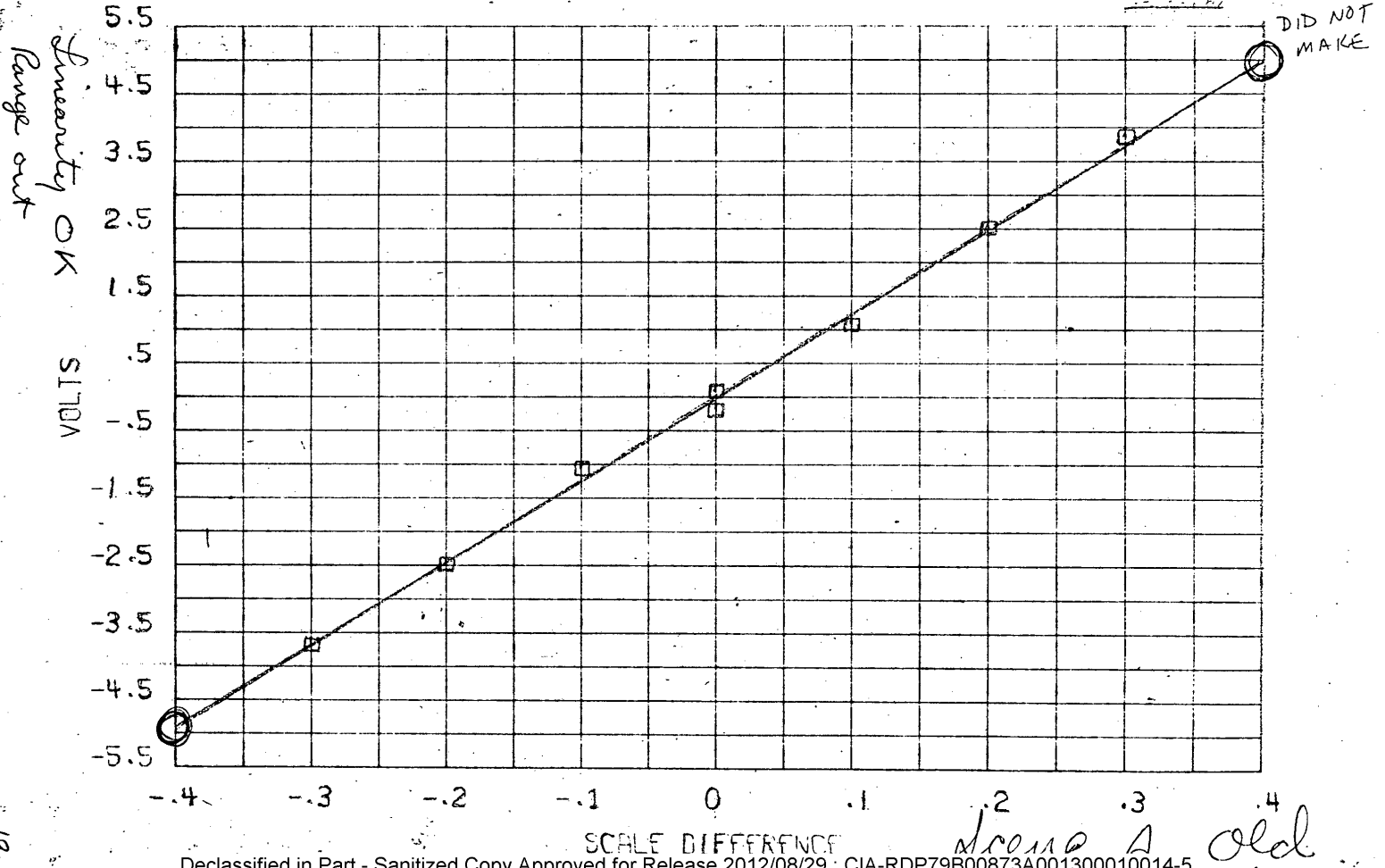
*Accuracy OK
Range OK*



209-2, ND=1, Y PARALLAX
Passed

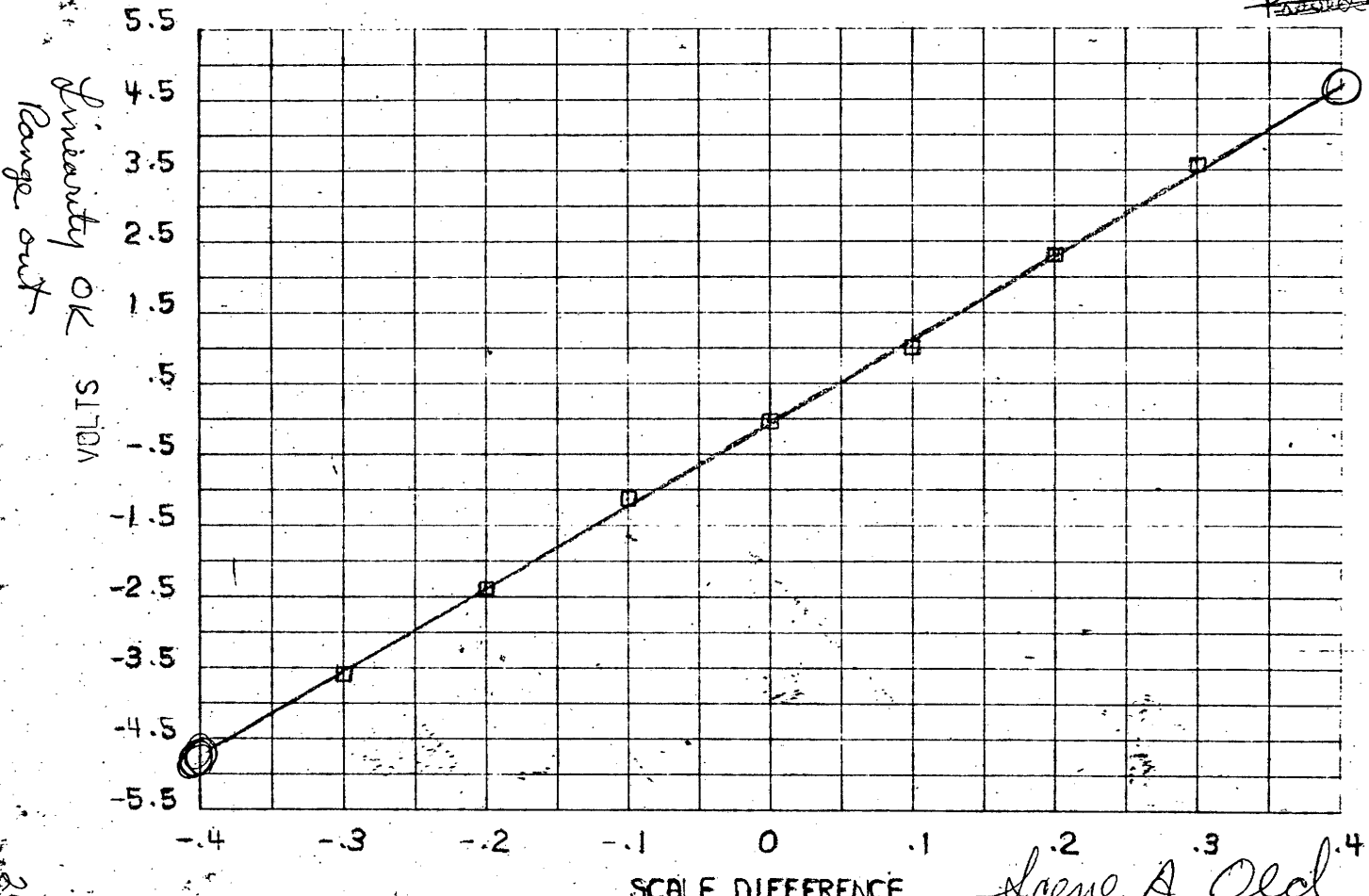


209-2, ND=1, X SCALE

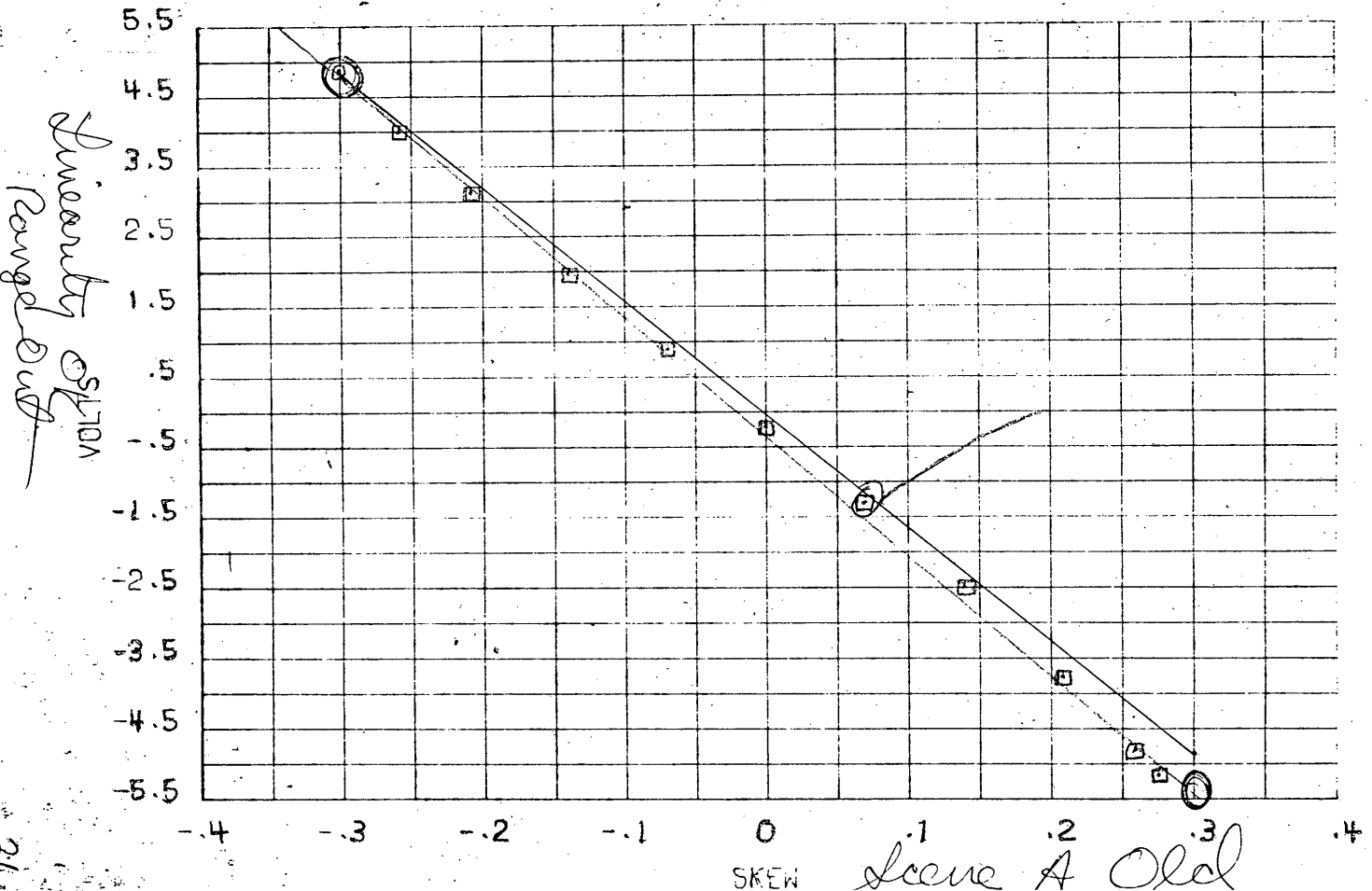


209-2, ND=1, Y SCALE

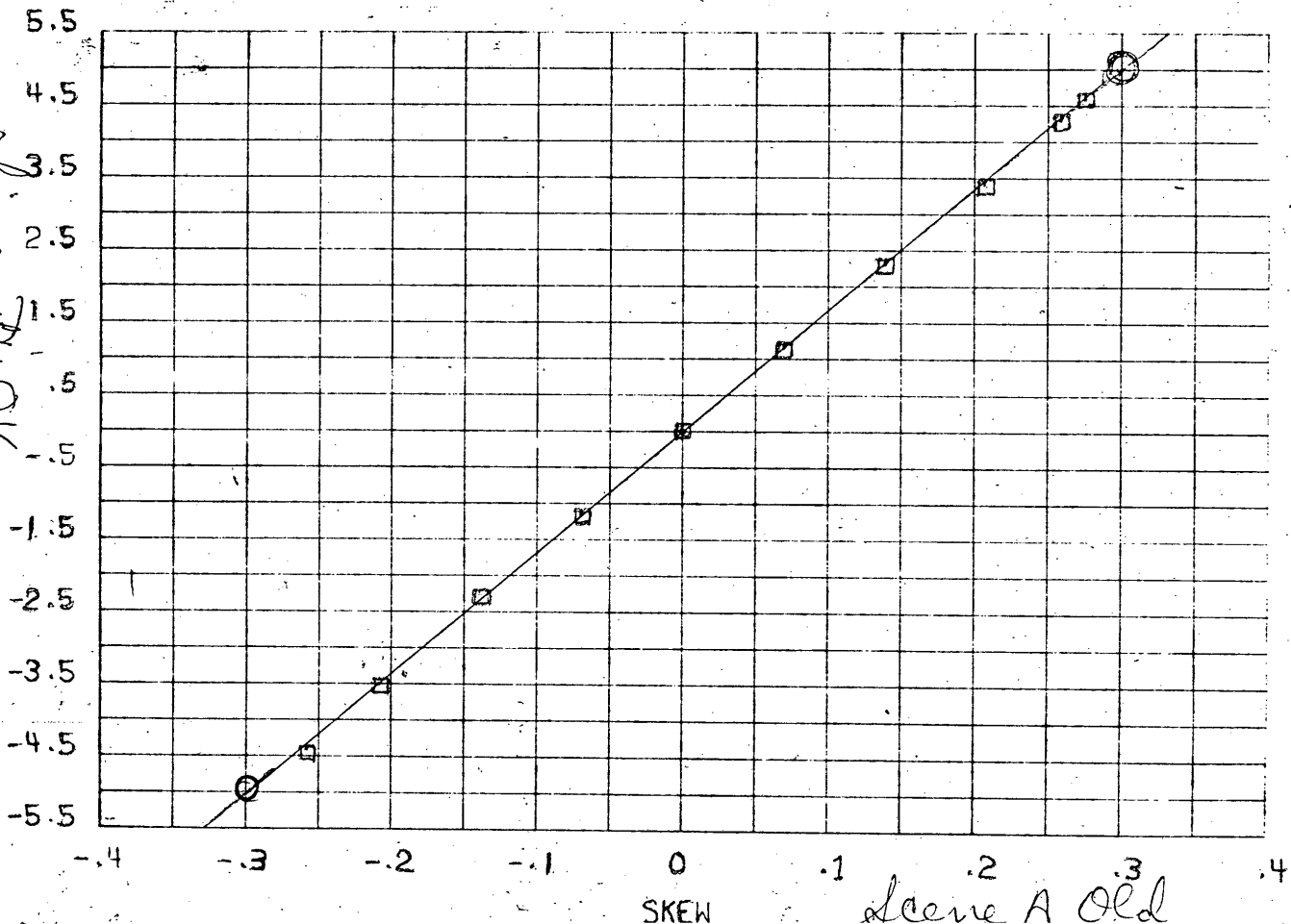
~~Parameter~~



209-2, ND=1, X SKEW



209-2, ND-1, Y SKEW

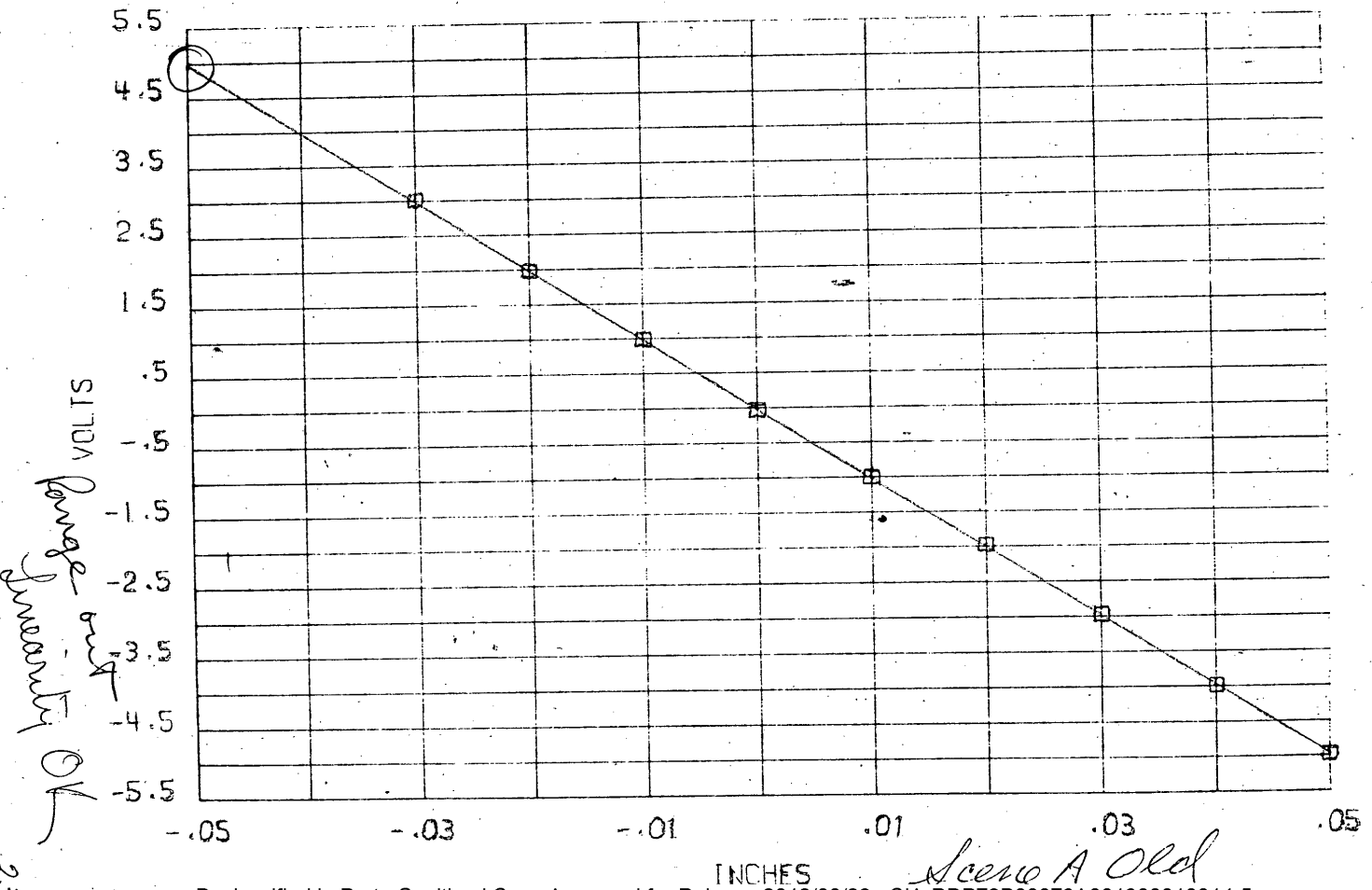


*Presently GIKVA
Range Out*

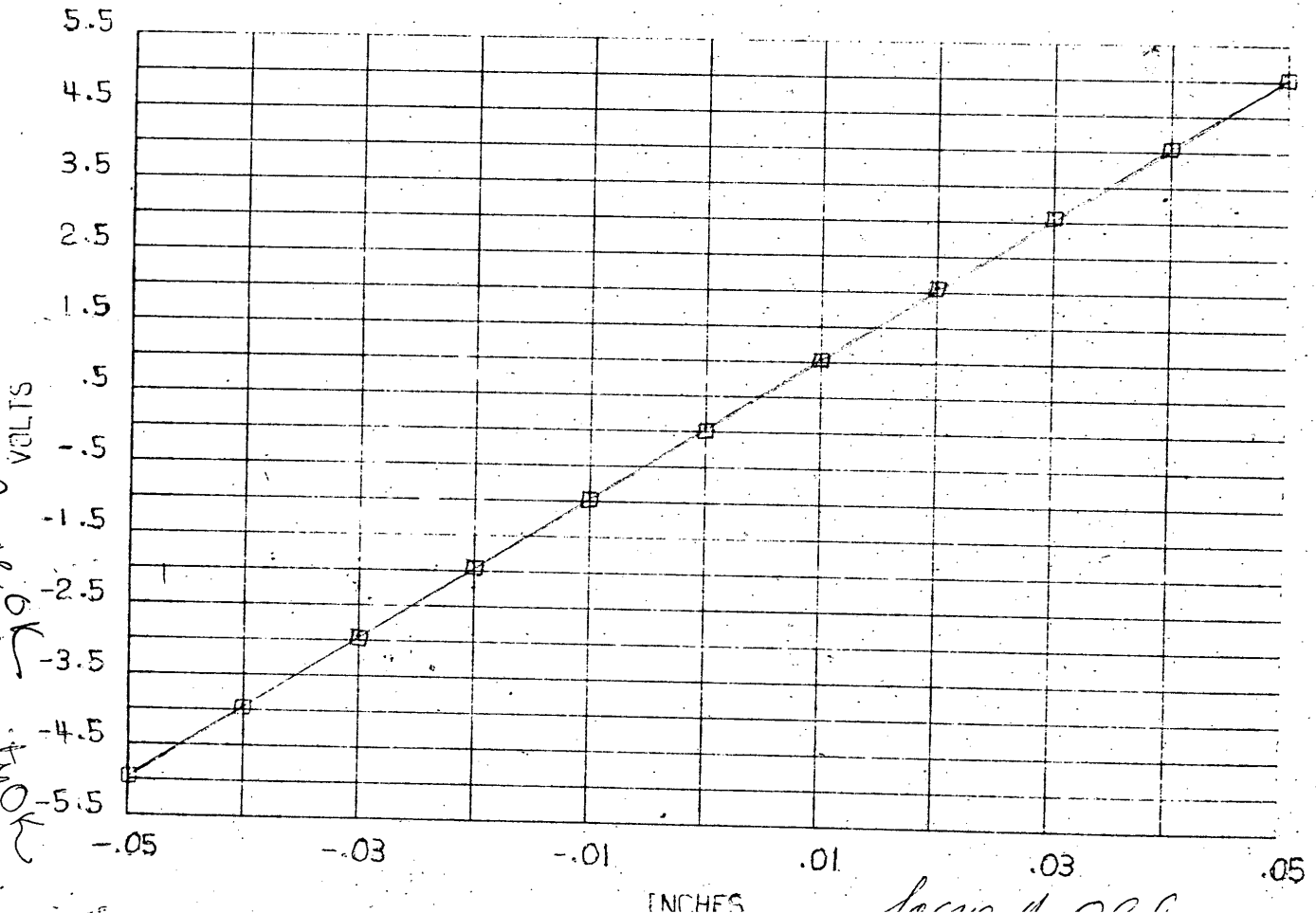
P. [Signature]

Scene A Old

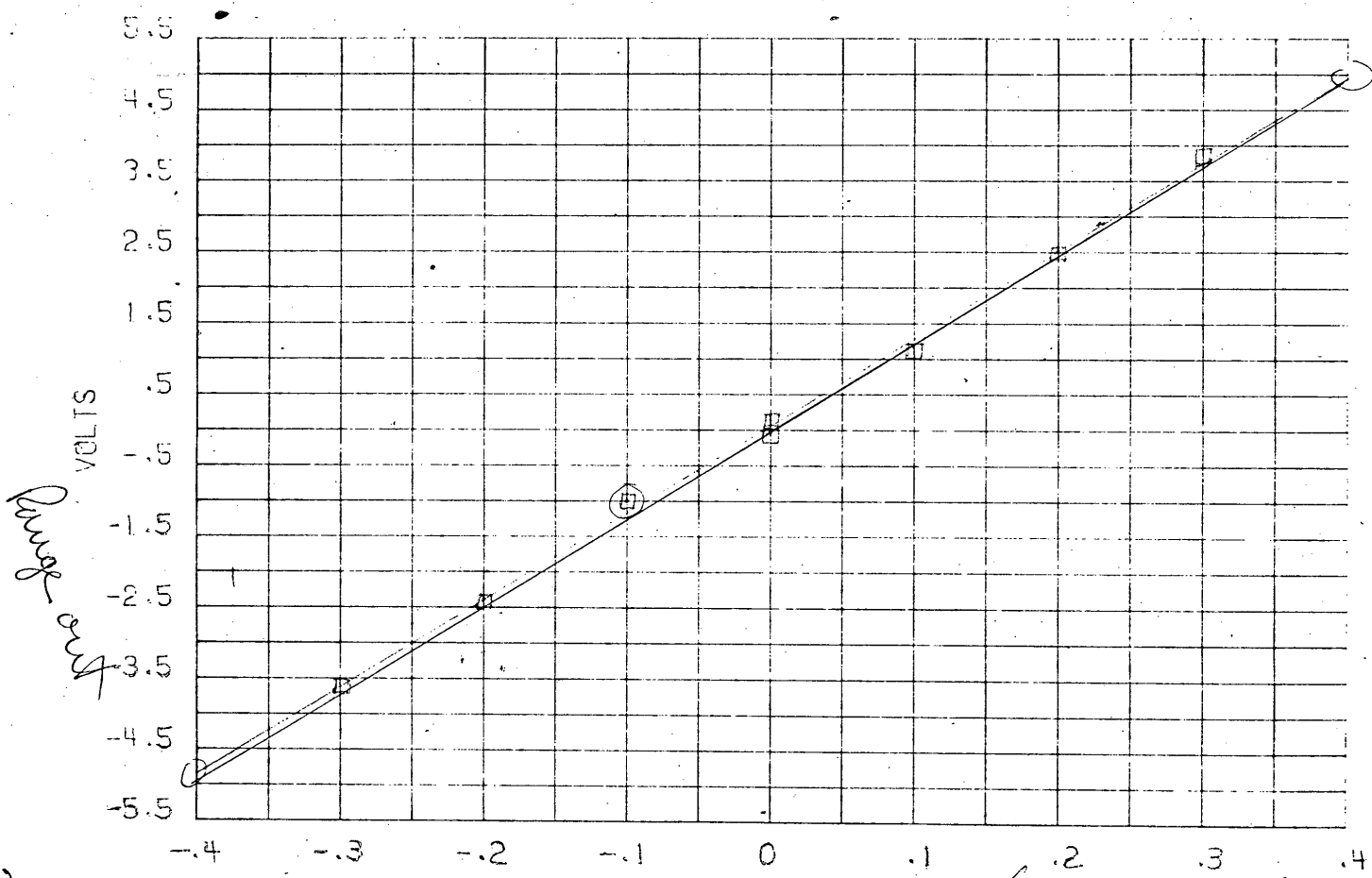
209-2, ND=2, X PARALLAX



209-2, ND=2, Y PARALLAX

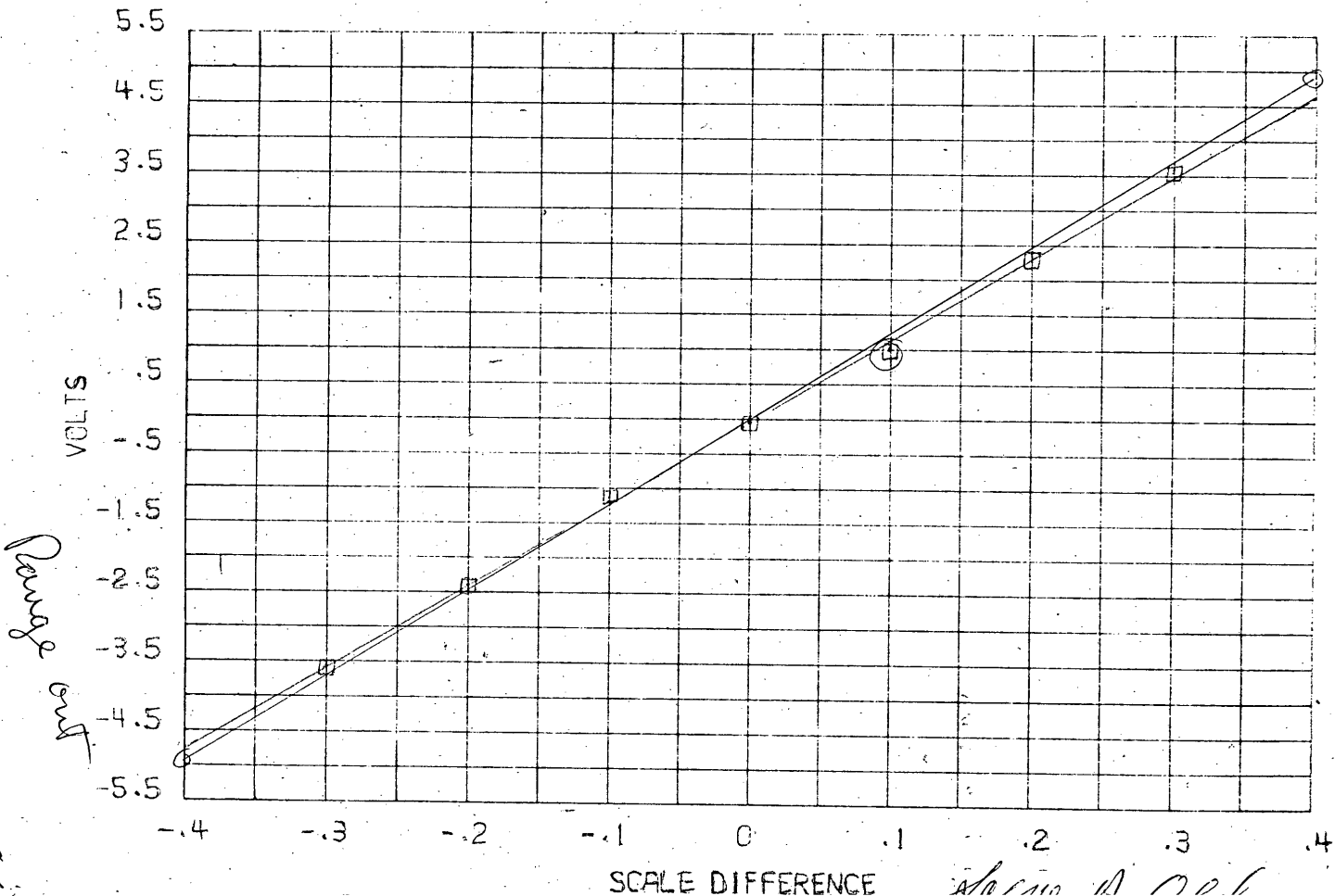


209-2, ND=2, X SCALE

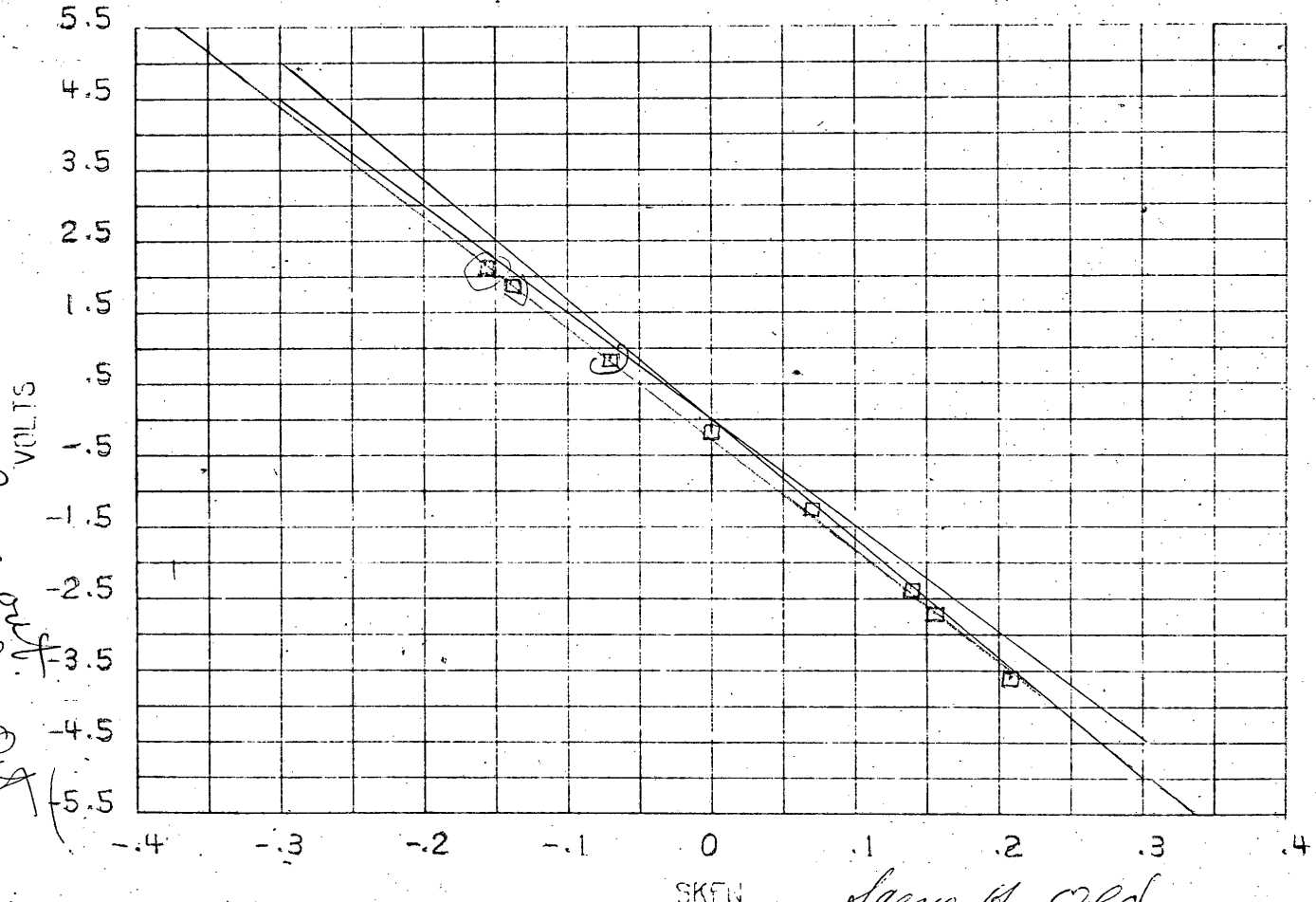


SCALE DIFFERENCE

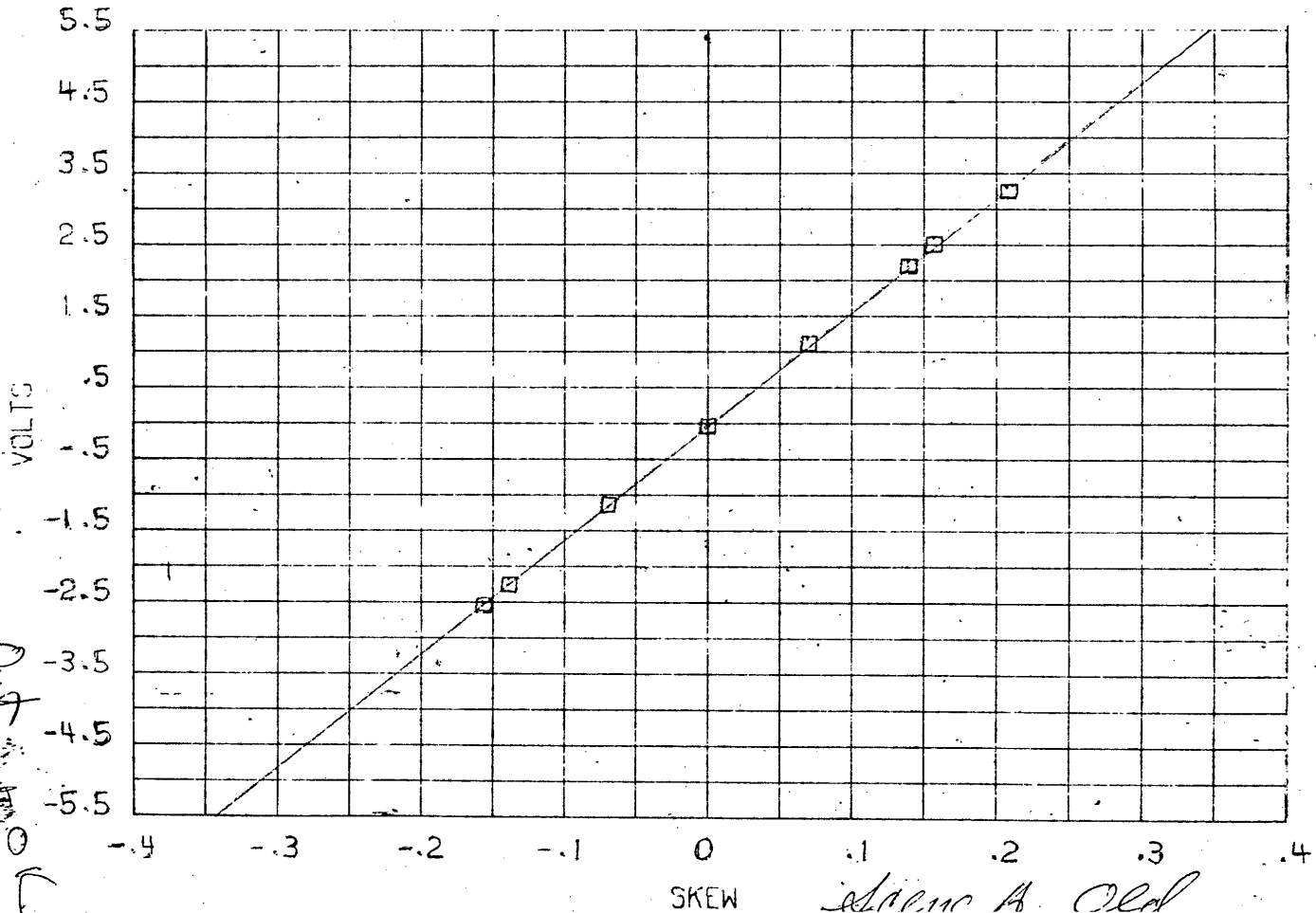
209-2, ND=2, Y SCALE



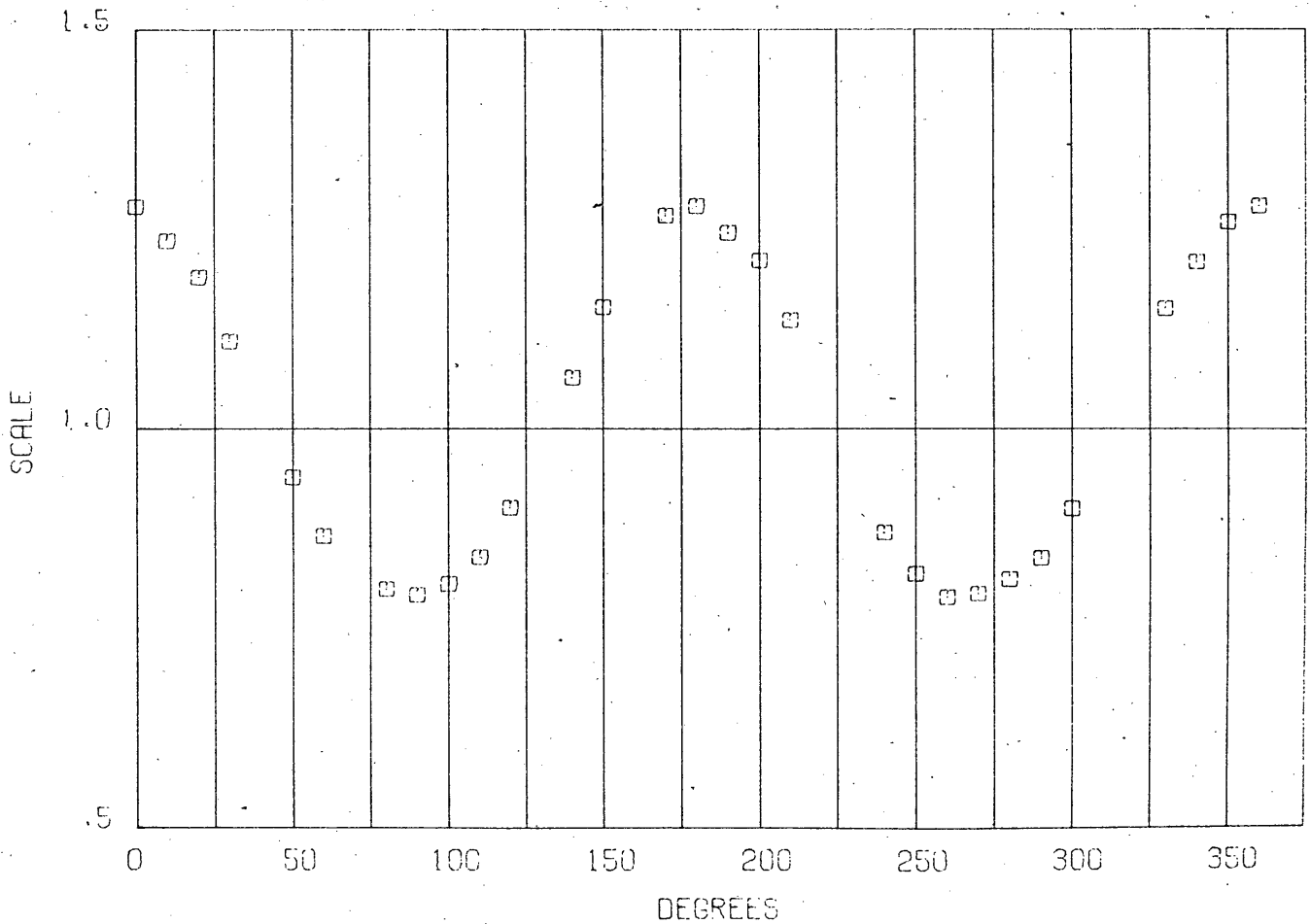
209-2, ND=2, X SKEW



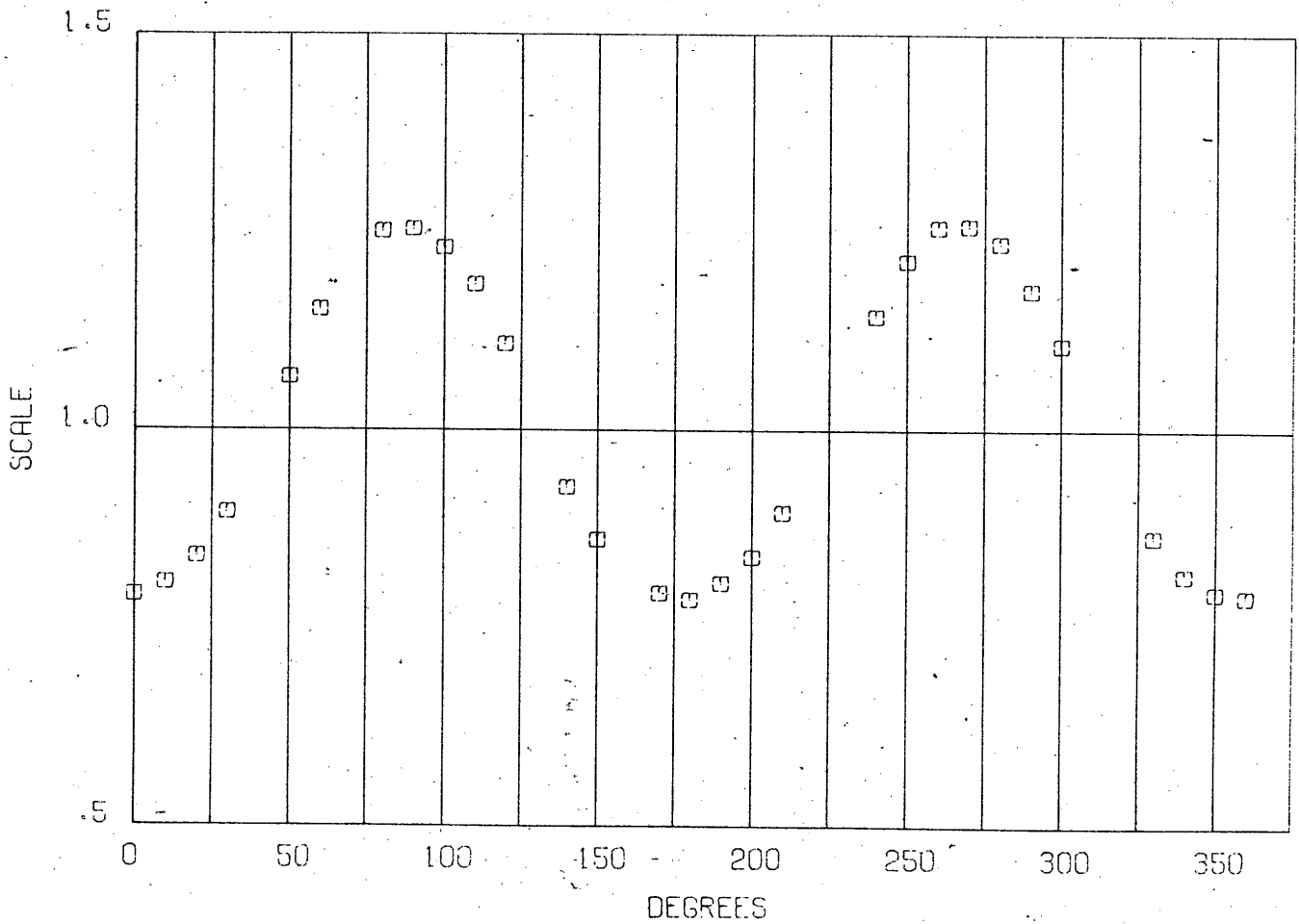
209-2, ND=2, Y SKEW



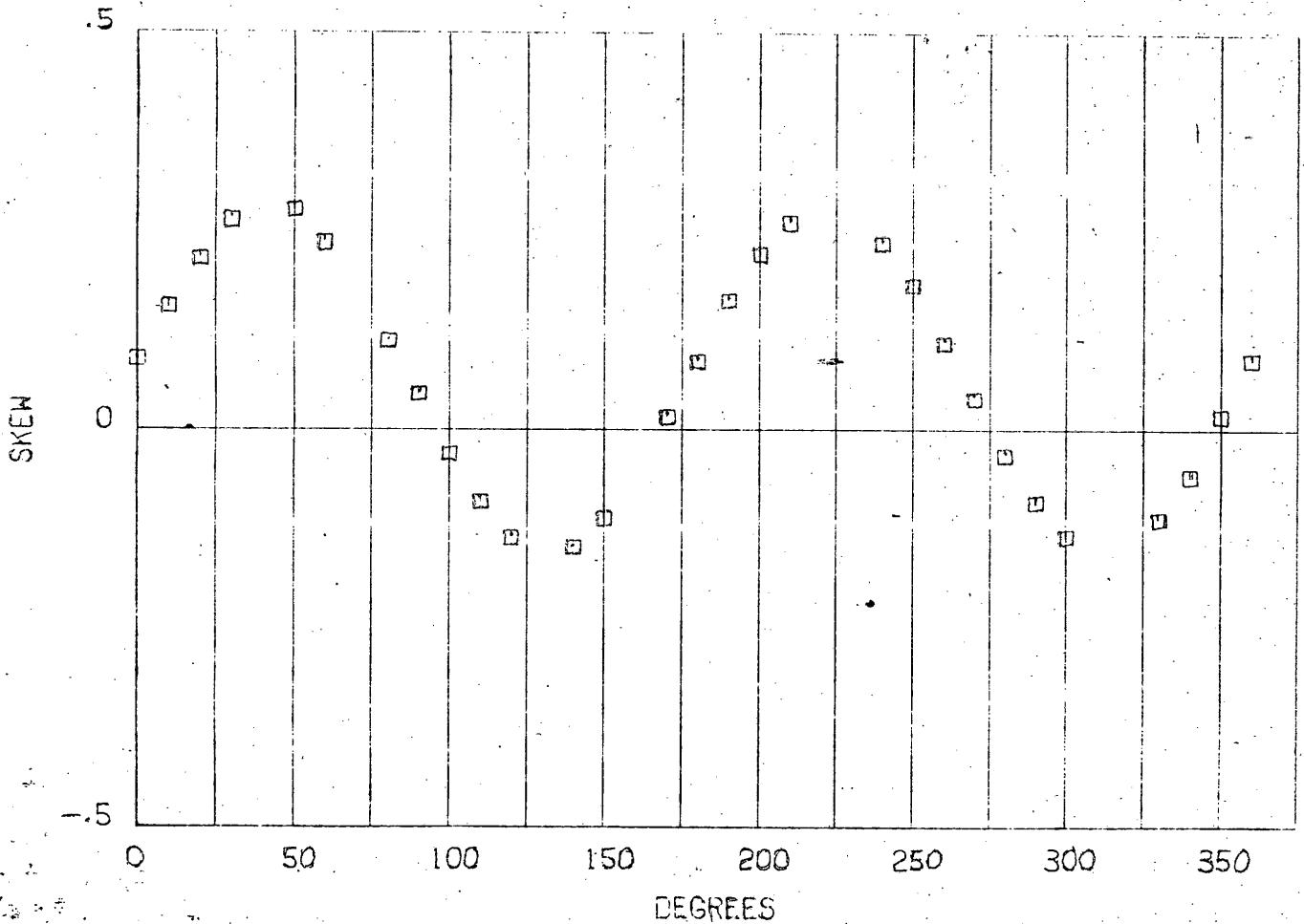
209-2, X SCALE



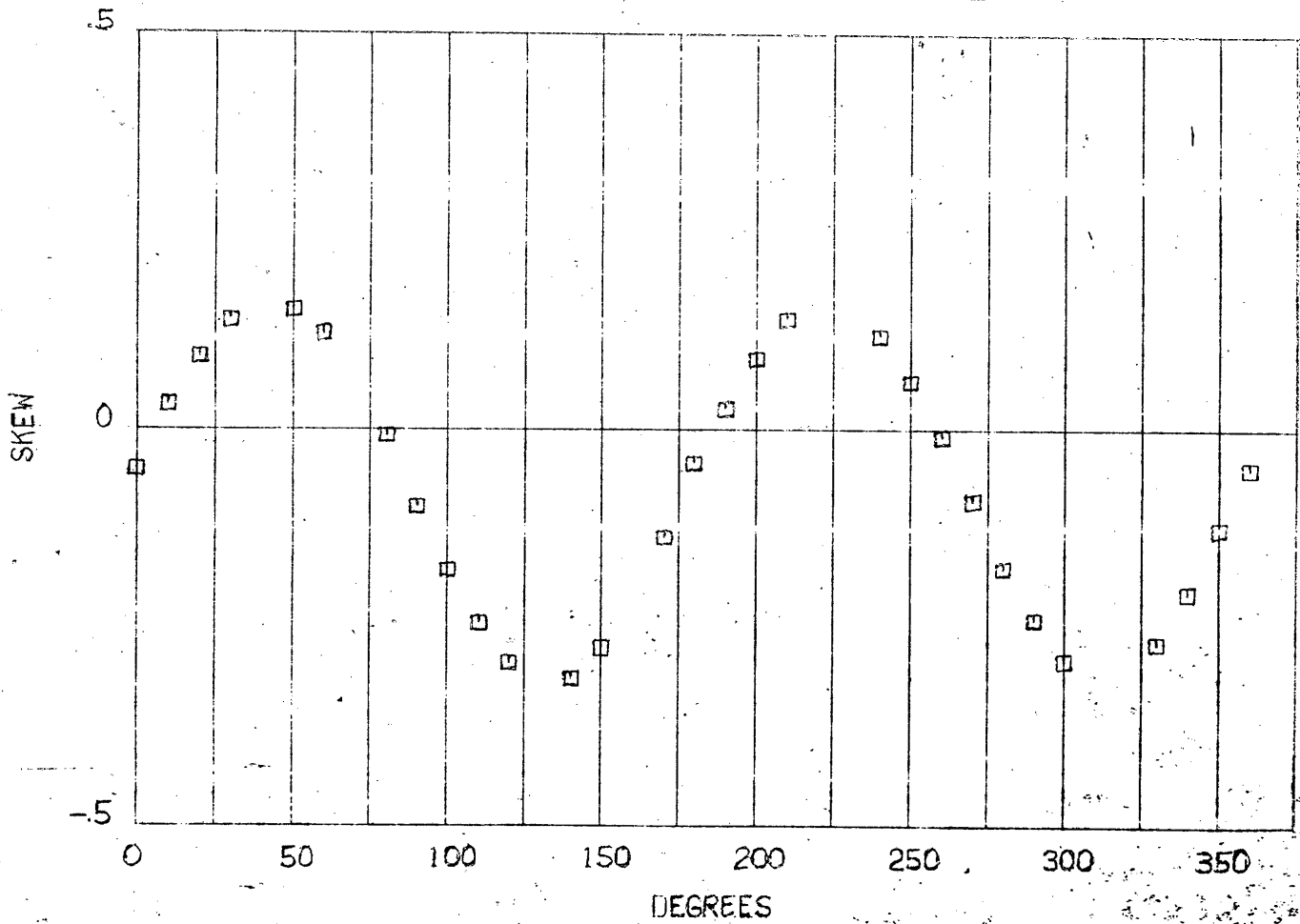
209-2, Y SCALE



209-2, Y SKEW

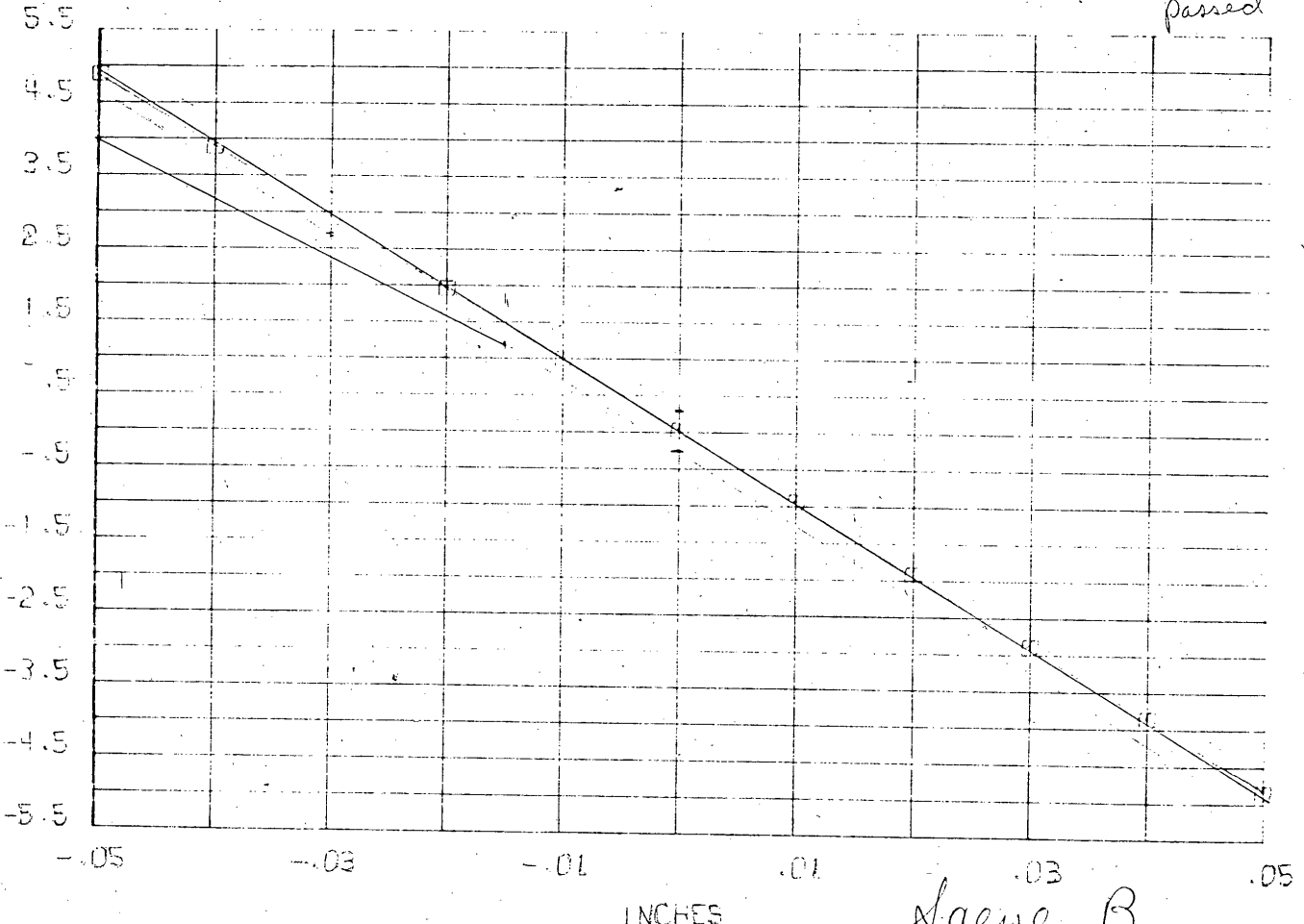


209-2, X. SKEW



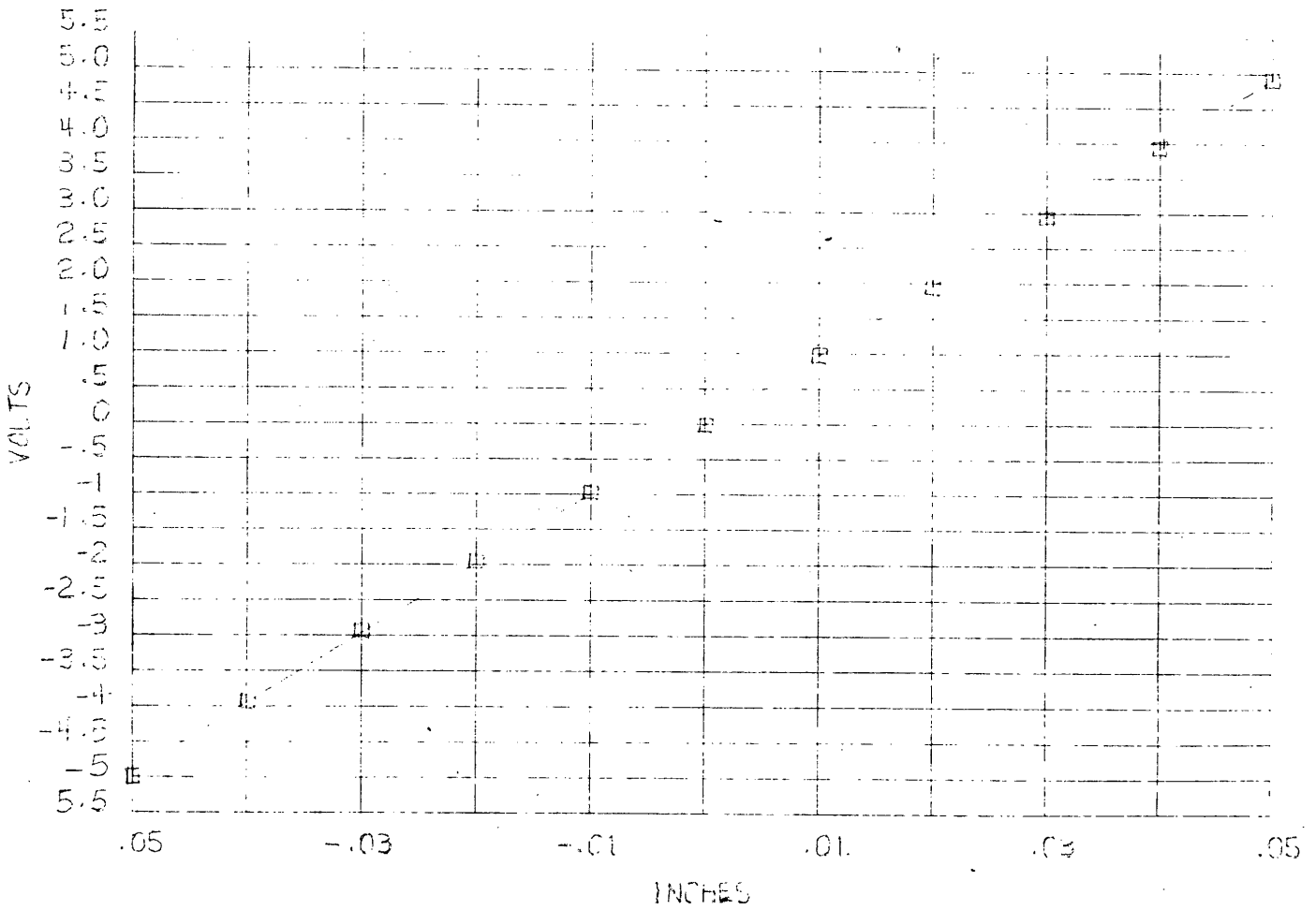
211-1, ND=1, X PARALLEX
passed

*Linearity OK
Range OK*



76.5955

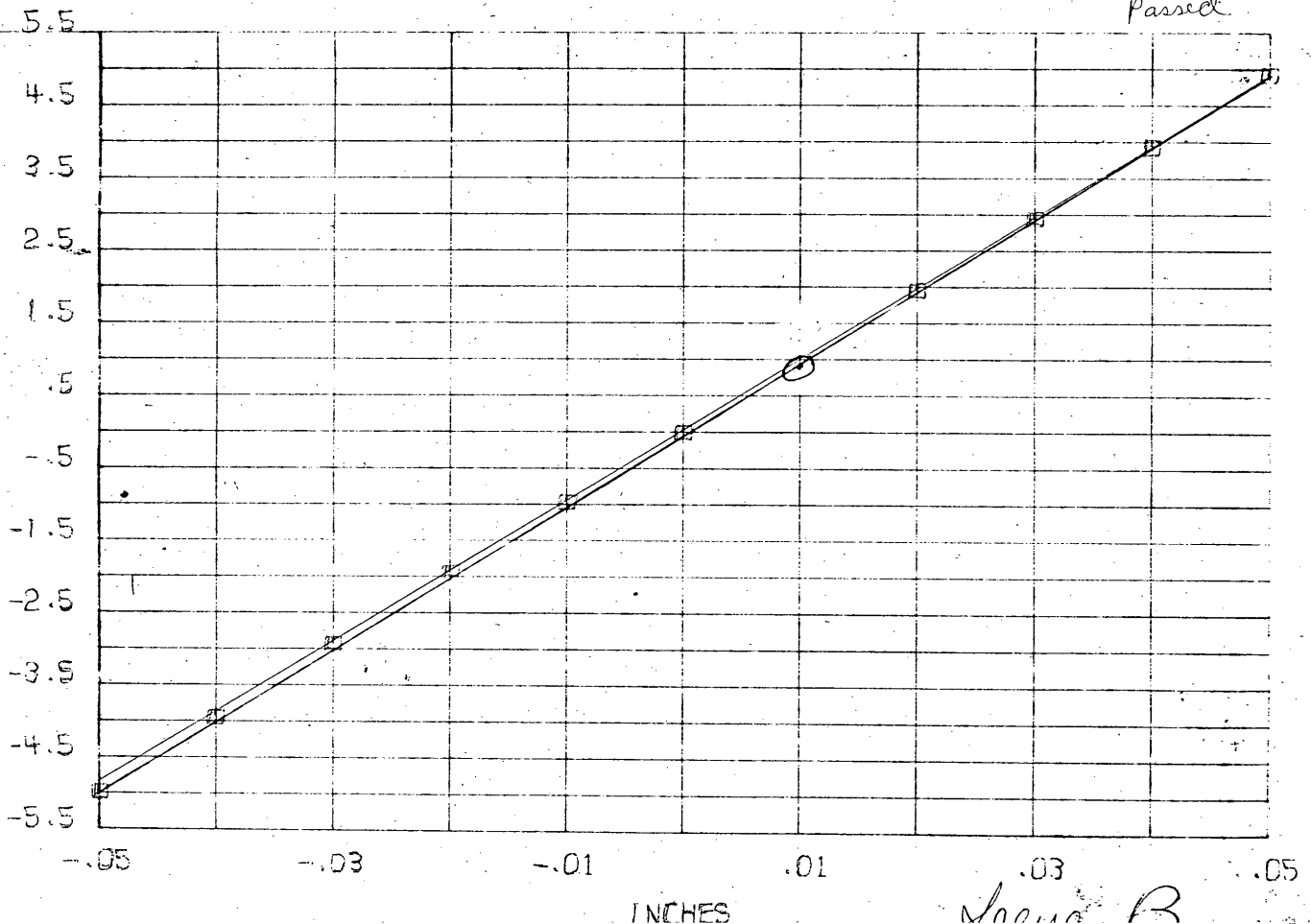
211-1, ND=1, 1 PARE LAB



34

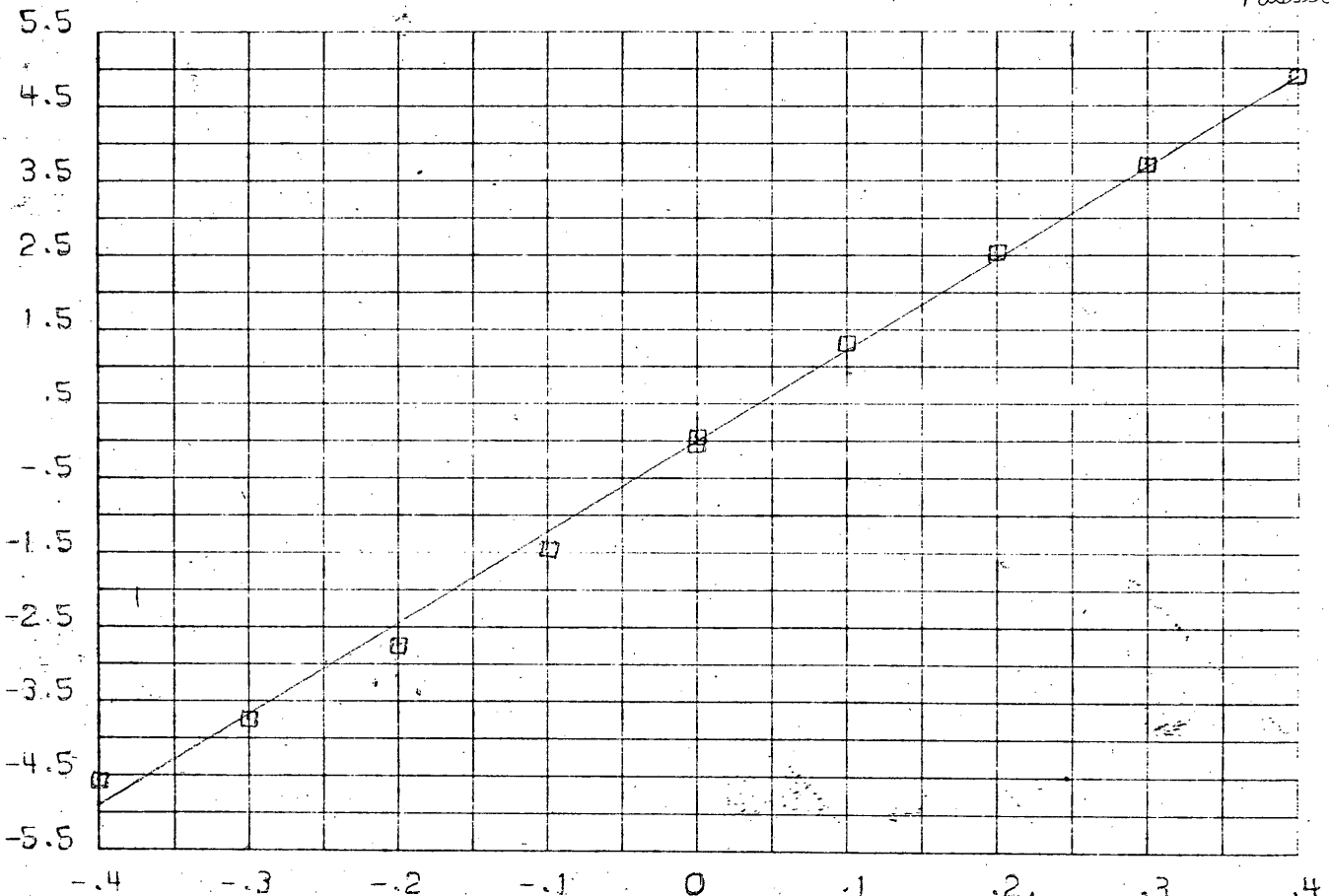
211-1, ND=1, Y PARALLAX
Passed

Linearity OK
Range OK



35

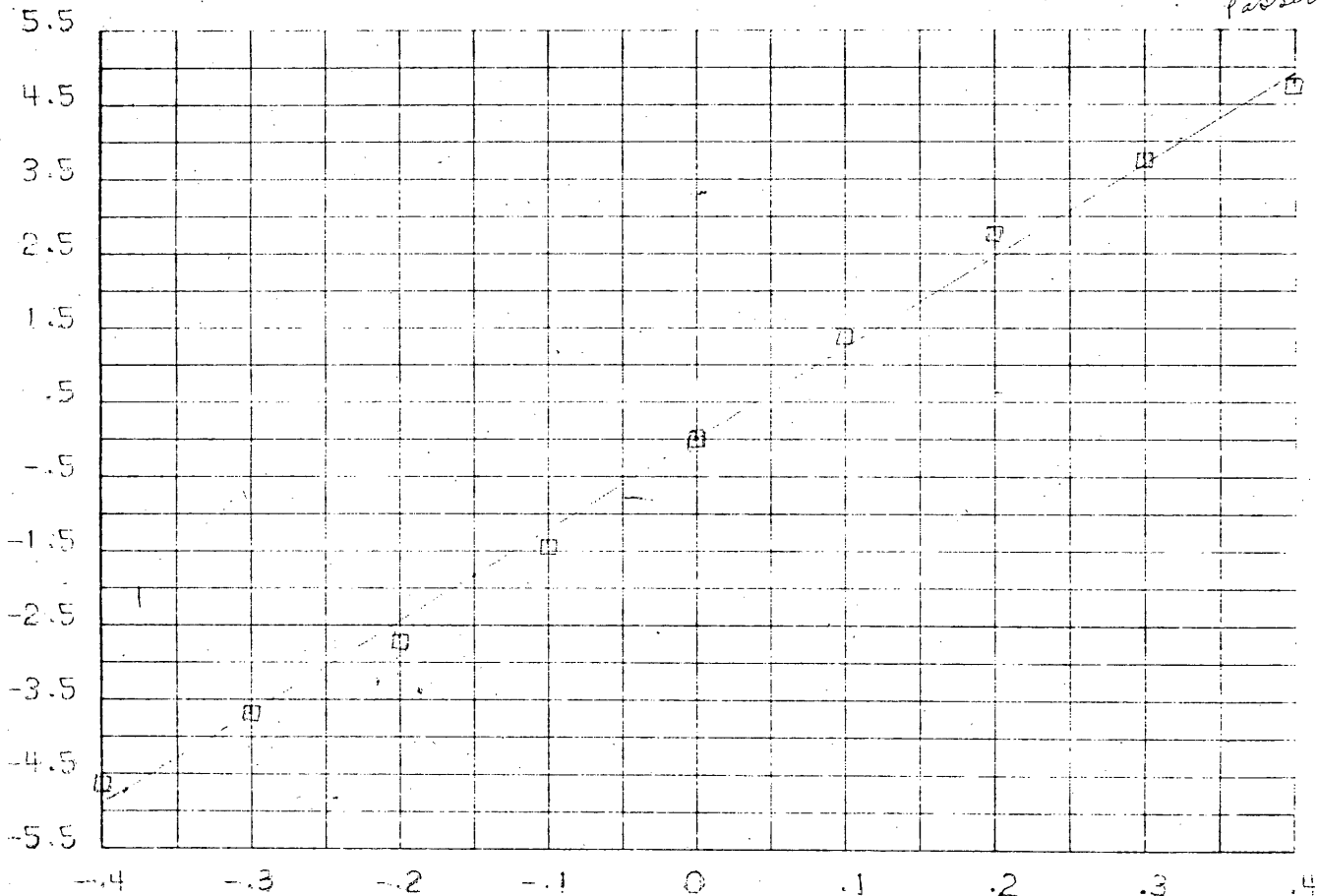
211-1, ND=1, X SCALE
Passed



Quantity of
Range Oil

Scano B

211-1. ND=1. Y SCALE
passed

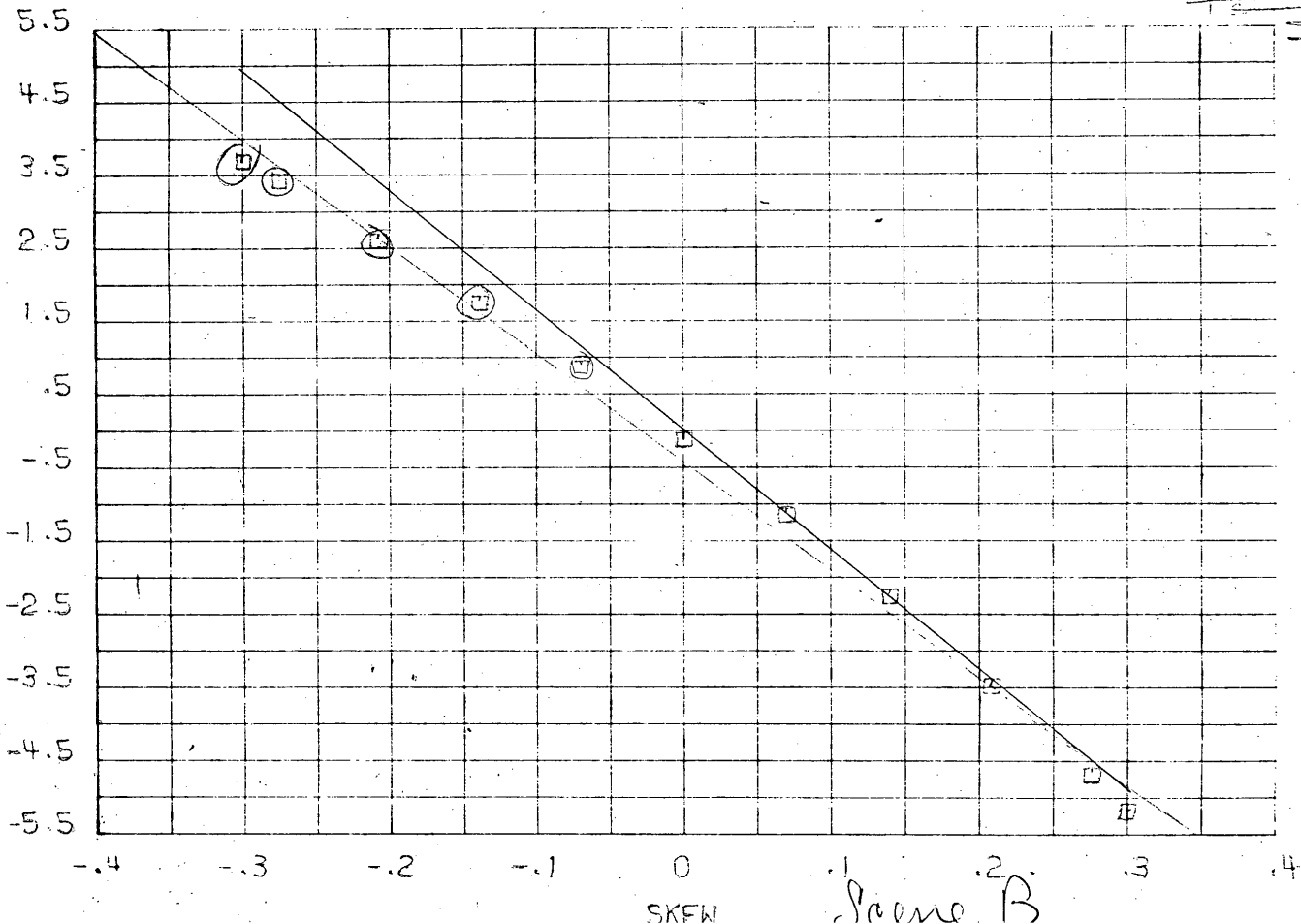


Linearity OK
Range OK

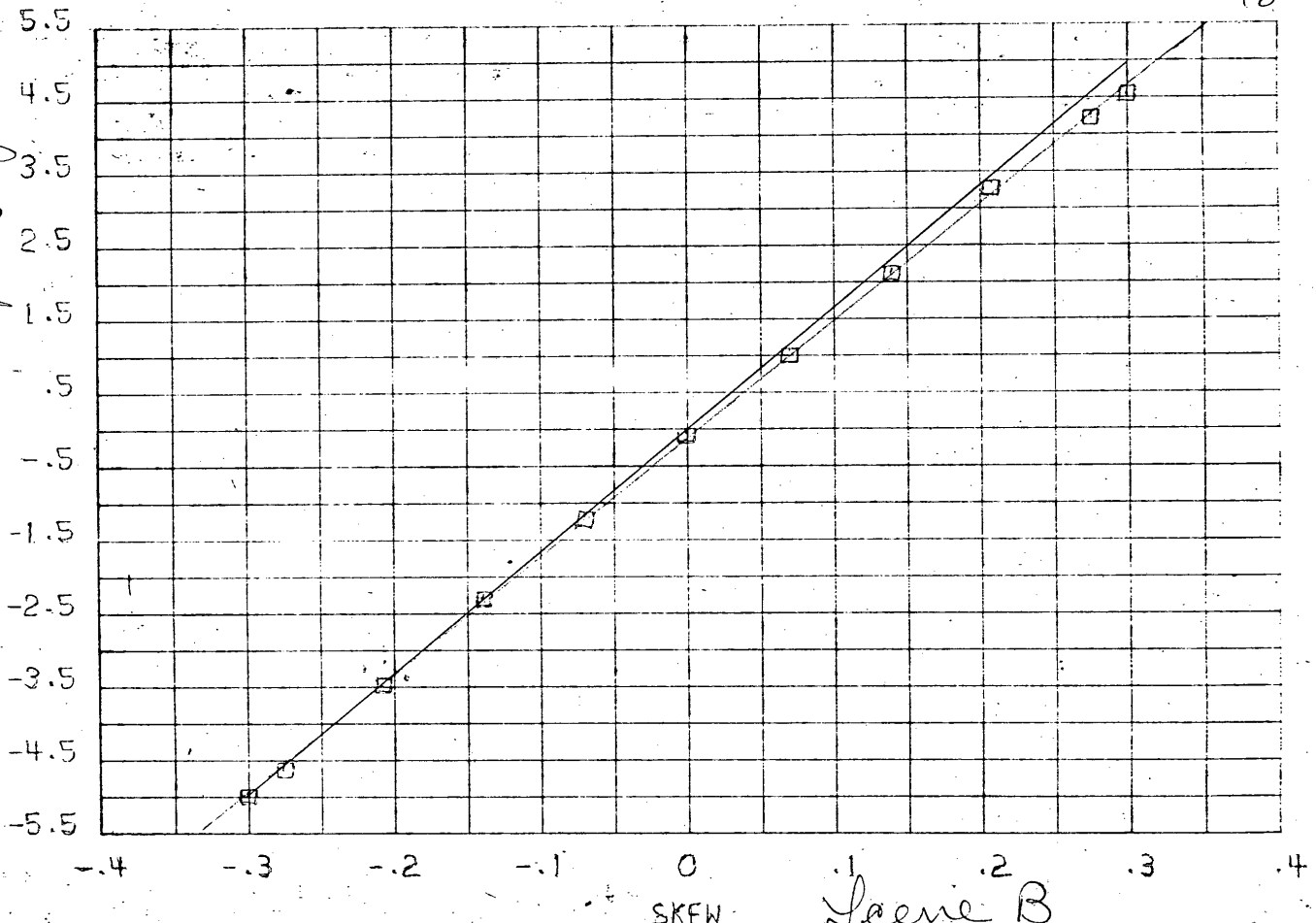
SCALE DIFFERENCE

Same B

211-1, ND=1, X SKEM



211-1, ND=1, Y SKEW
Passed

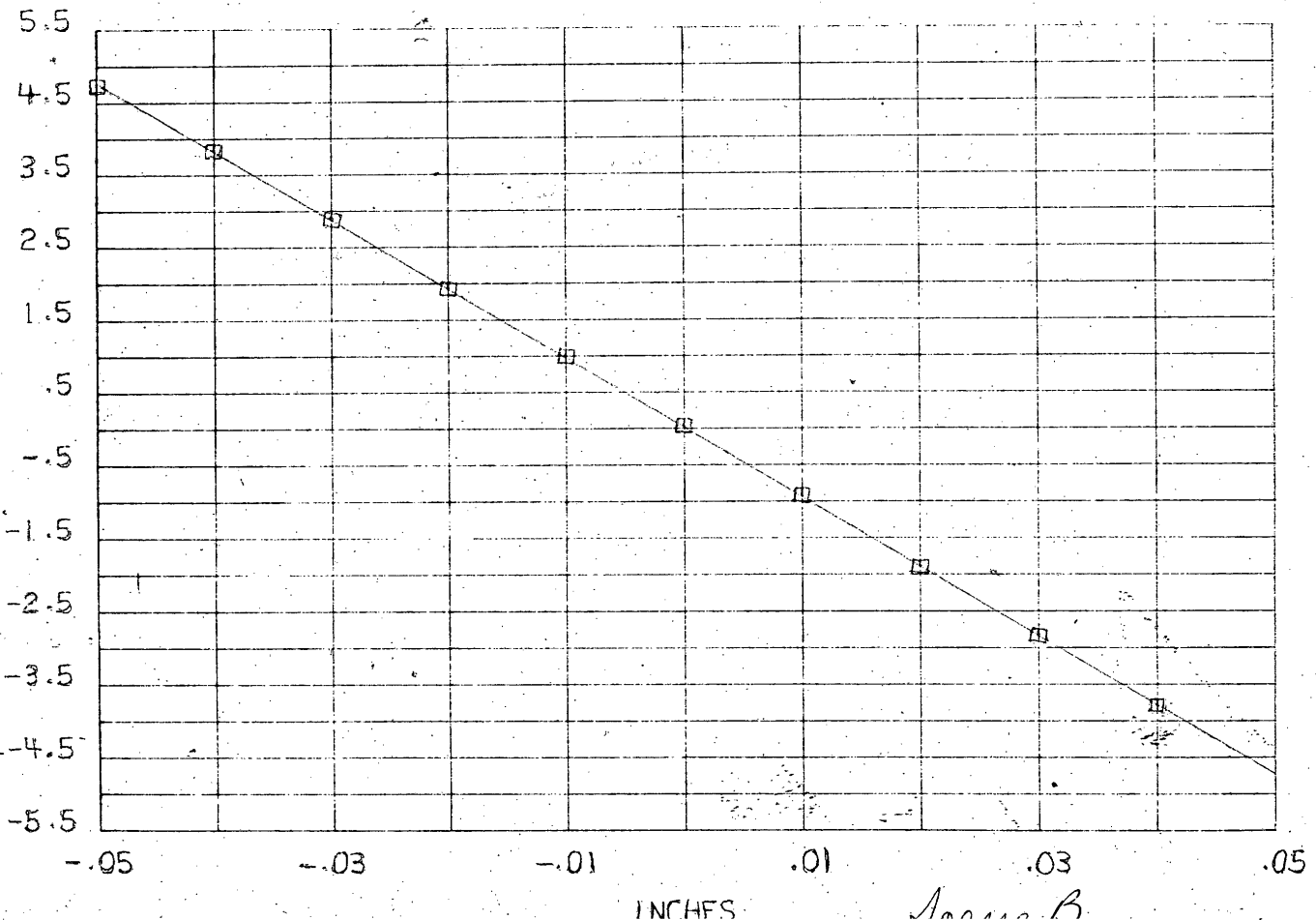


Amplitude of RISE
Range OK

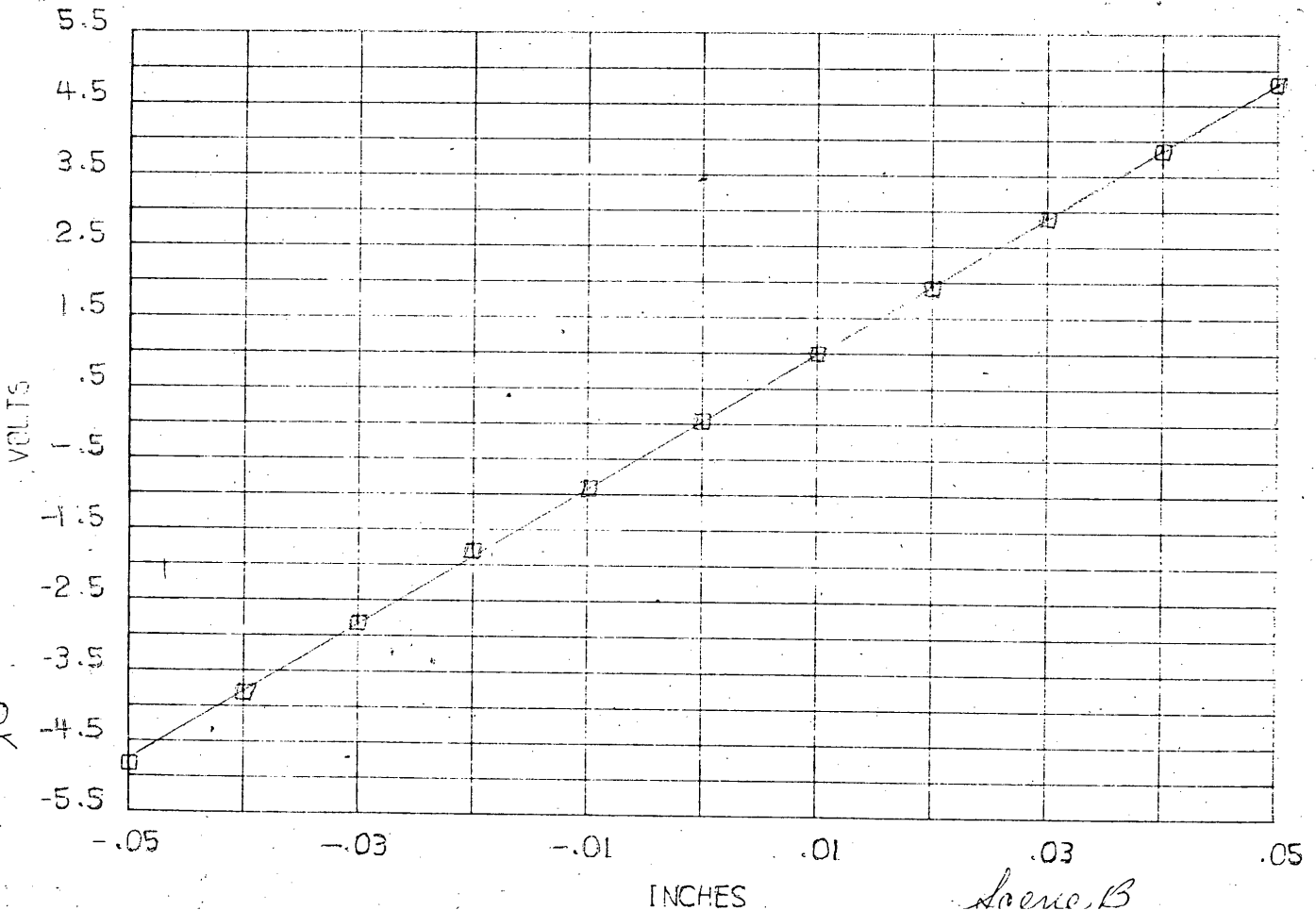
Scene B

211-1, ND=2, X PARALLAX

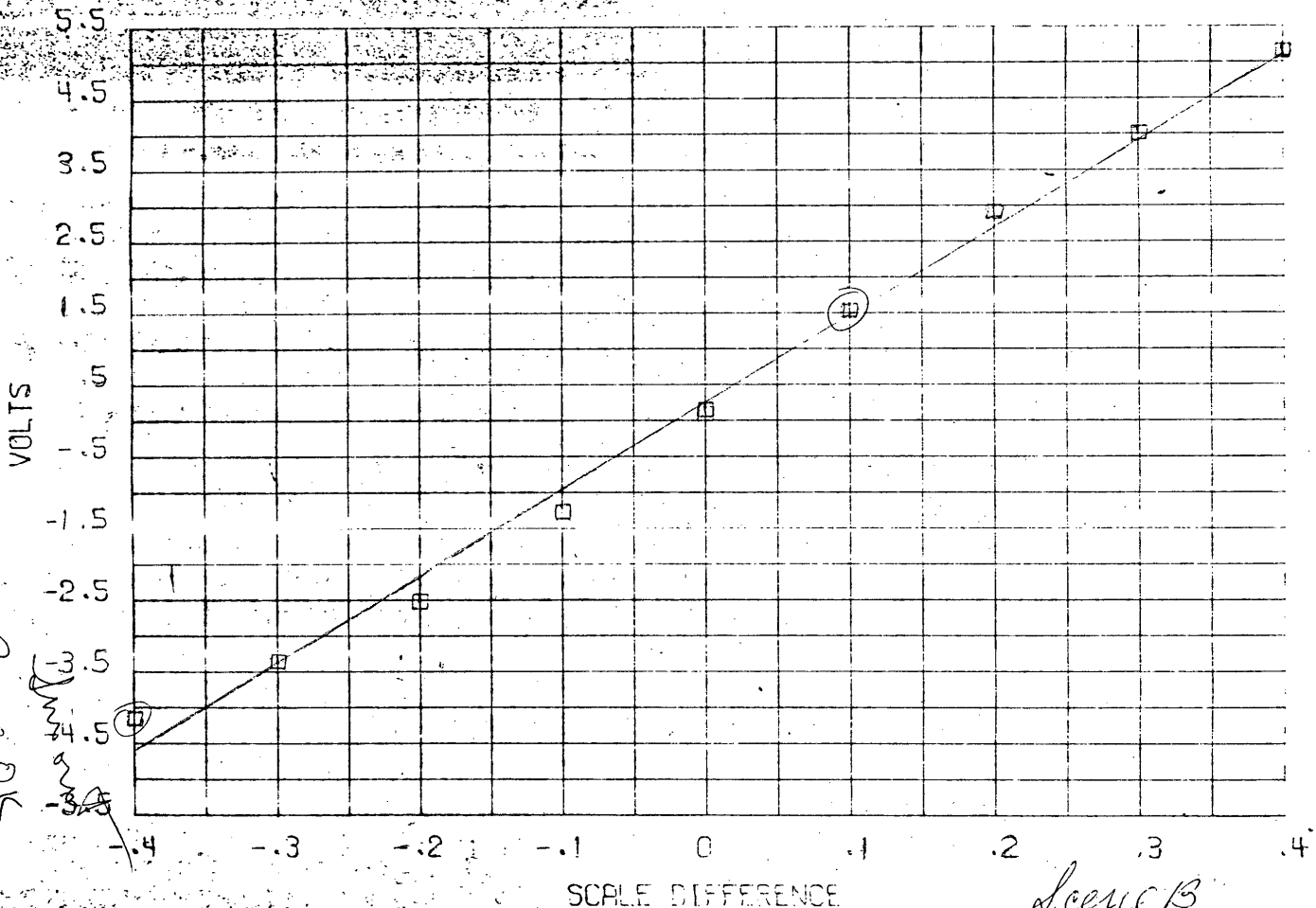
SI 10A
Range OK
OK



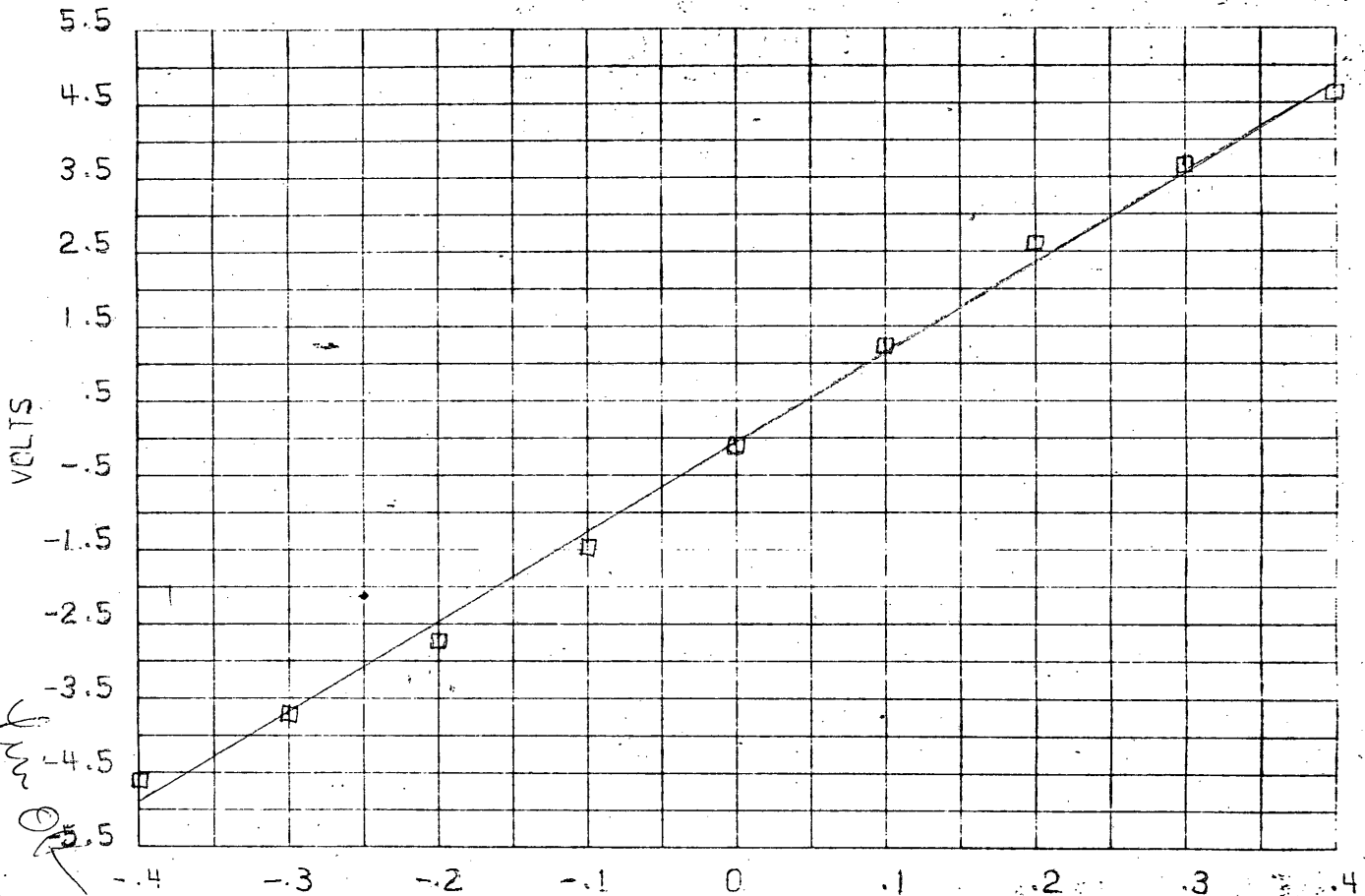
211-1, ND=2, Y PARALLAX



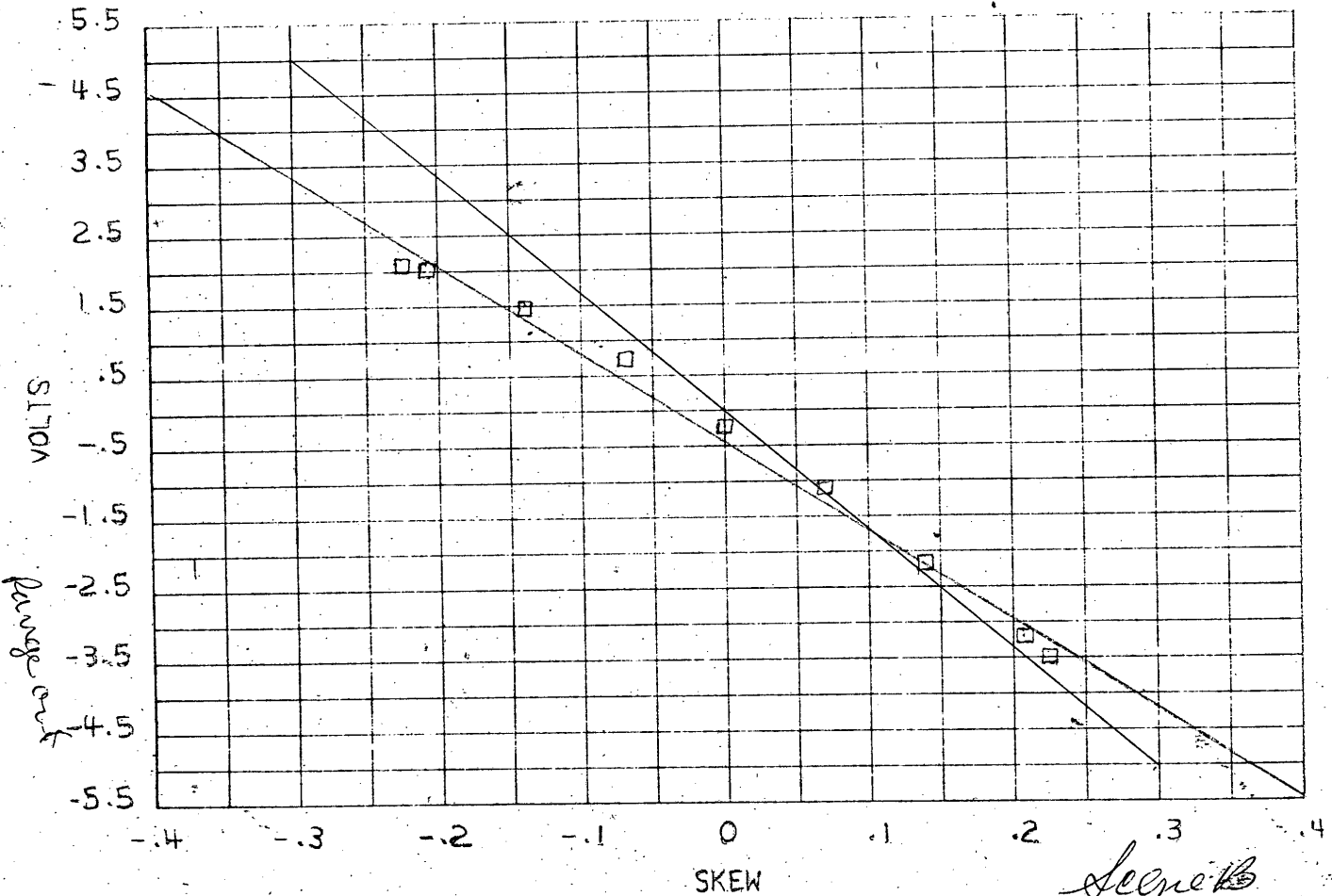
211-1, ND=2, X SCALE



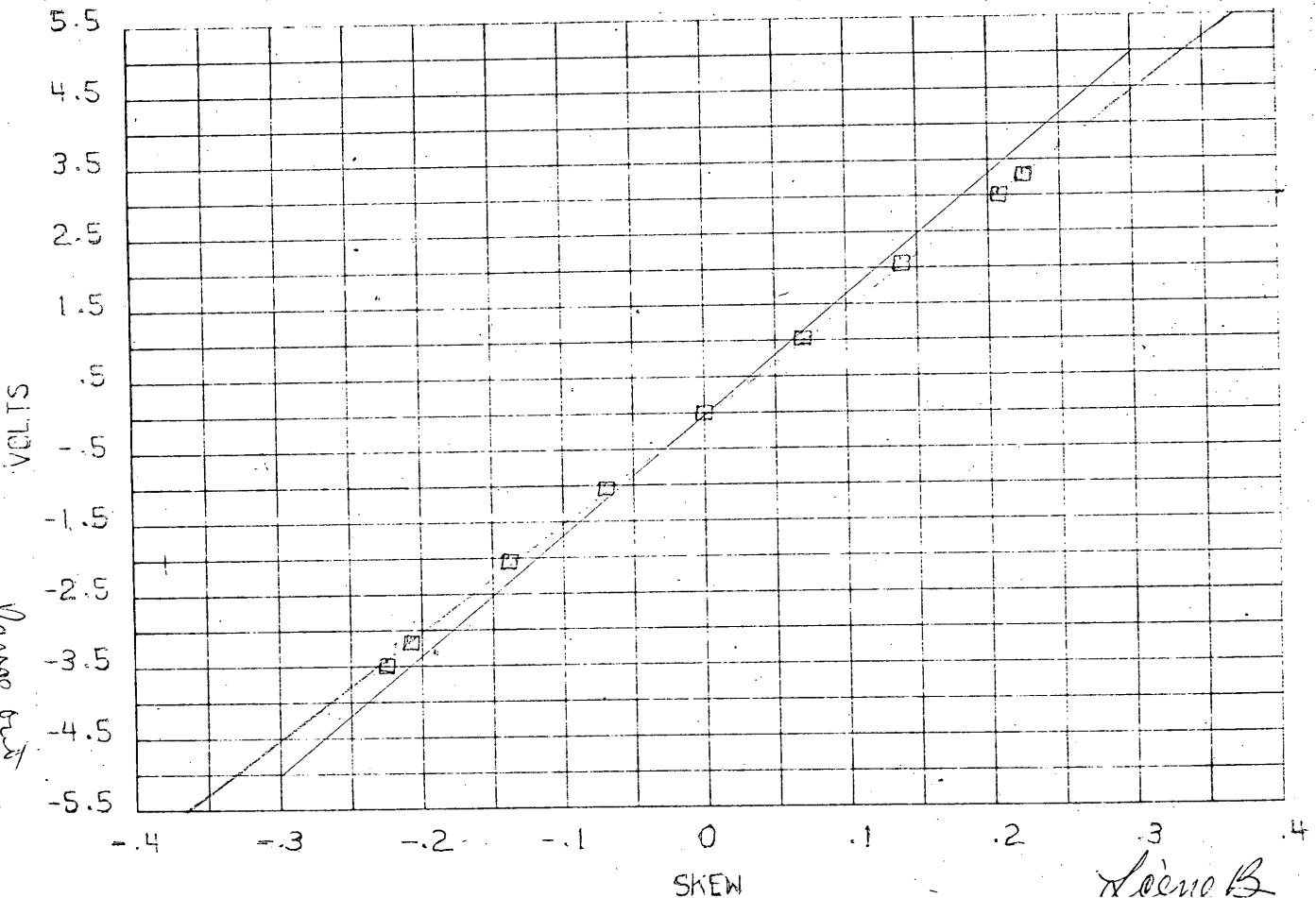
211-1, ND-2, Y SCALE



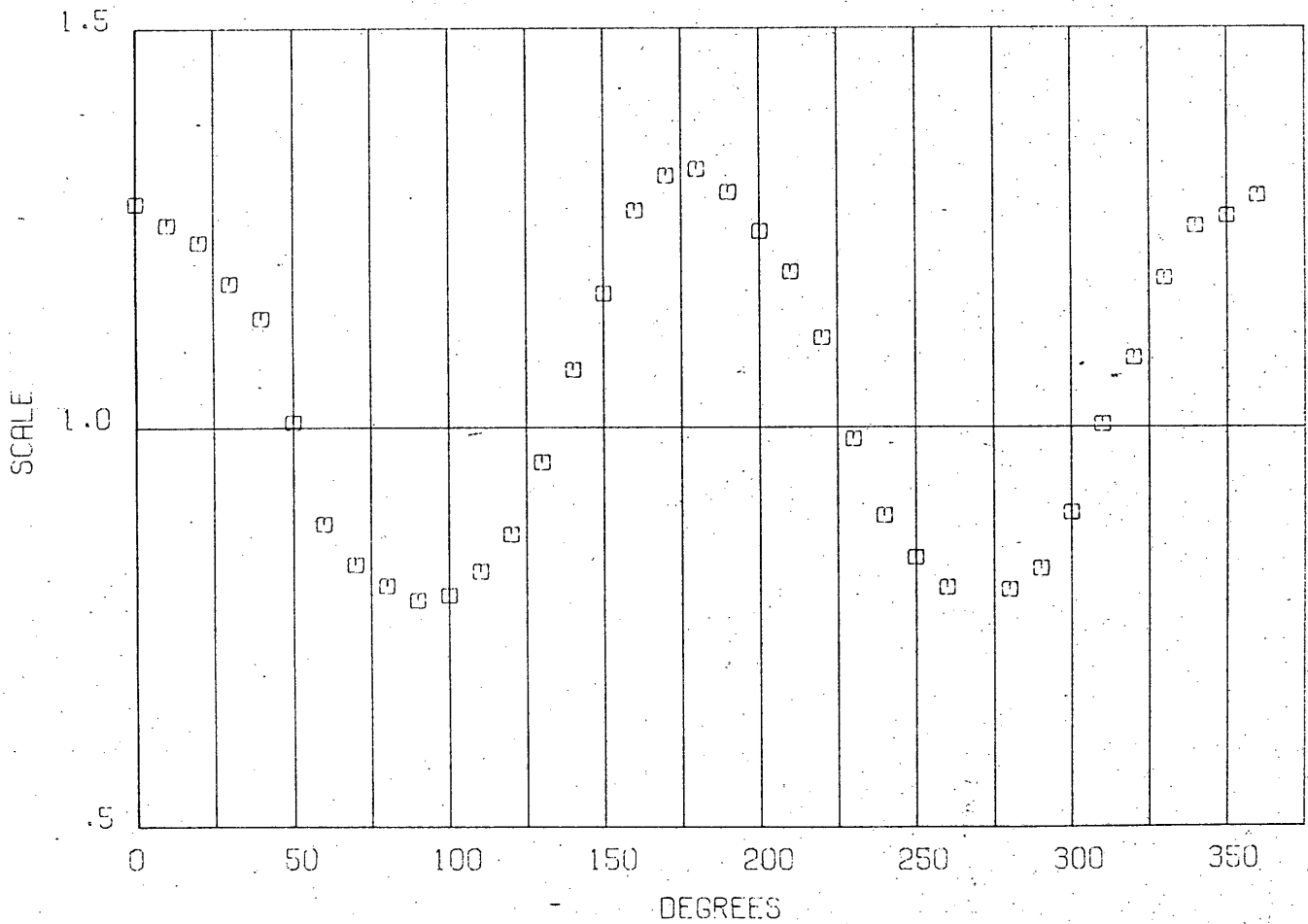
211-1, ND=2, X SKEW



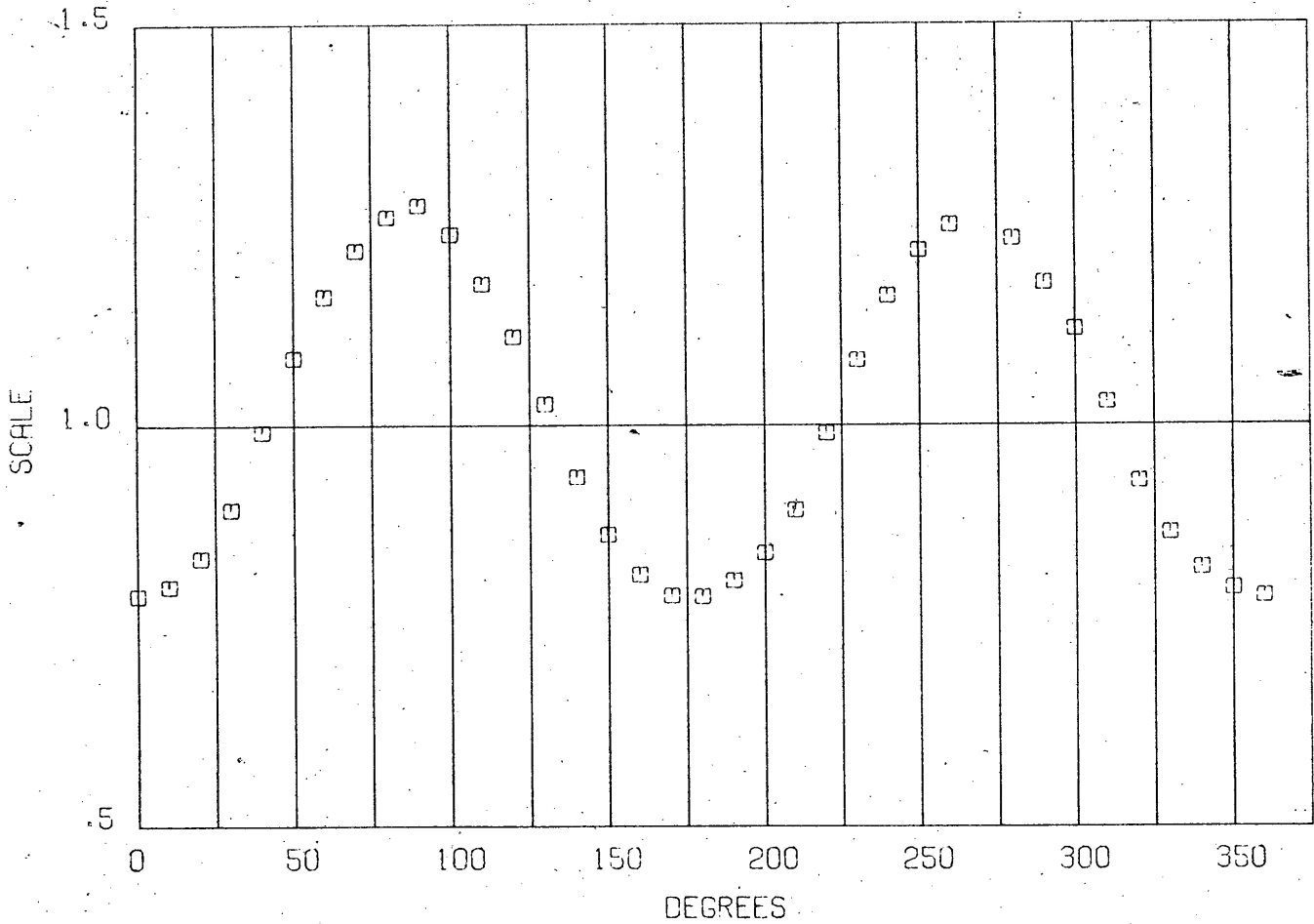
211-1, ND=2, Y SKEW



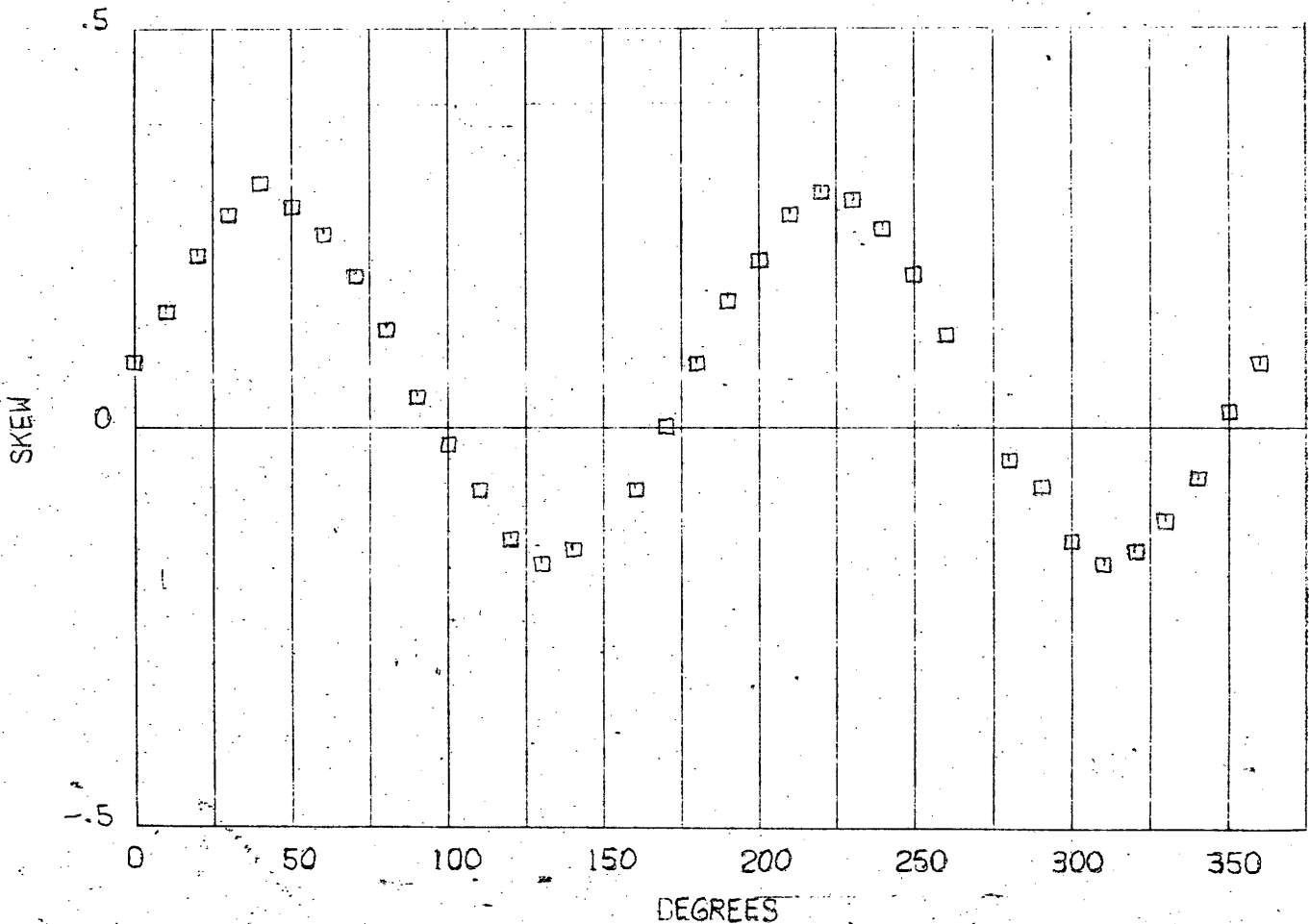
211-1, X SCALE



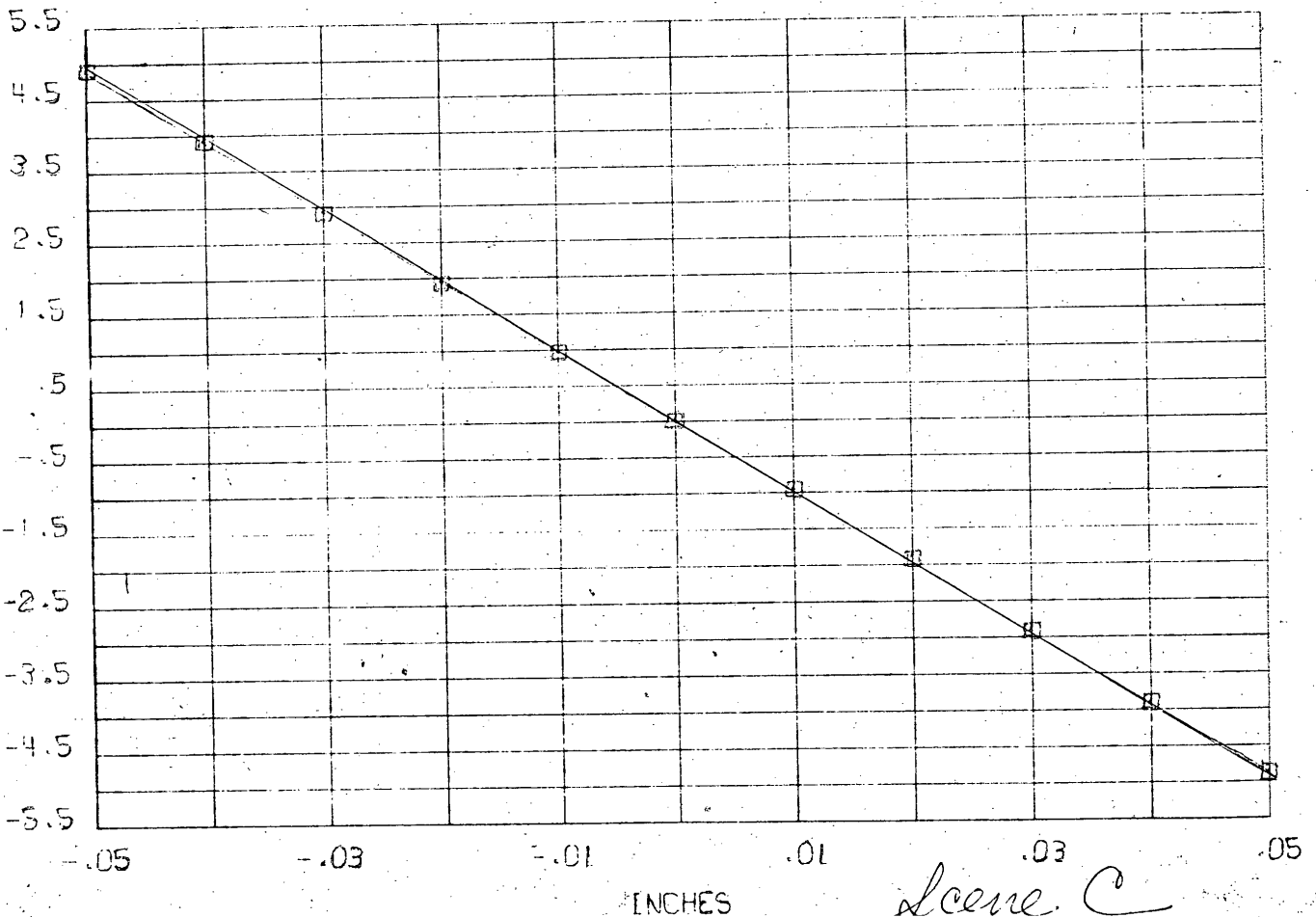
211-1, Y SCALE



211-1, Y SKEW



210-1, ND=1, X PARALLAX
passed

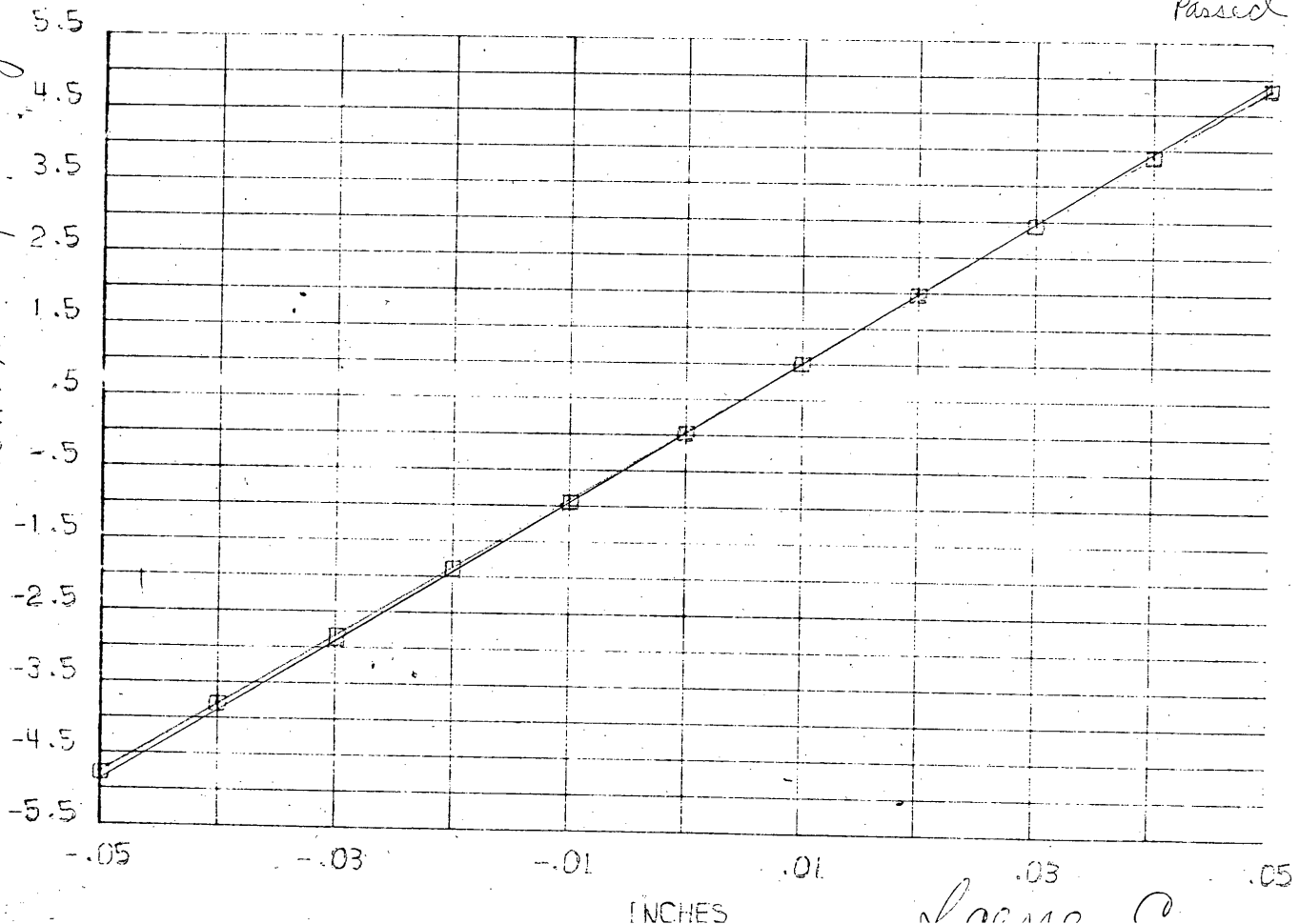


STUDY
Accuracy OK
Range OK

Scene C

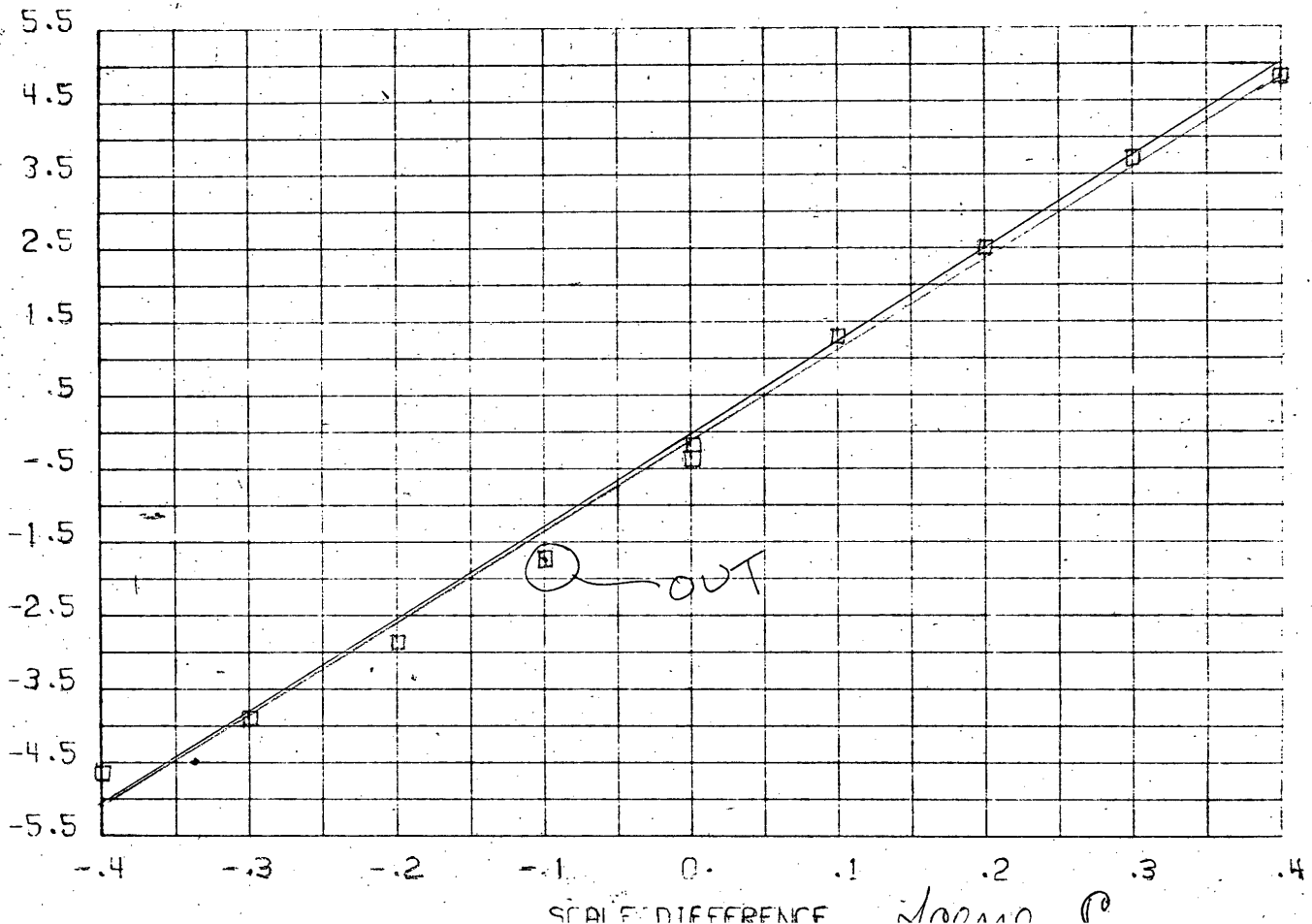
210-1, ND=1, Y-PARALLAX
Passed

Dimensionality OK
Range OK



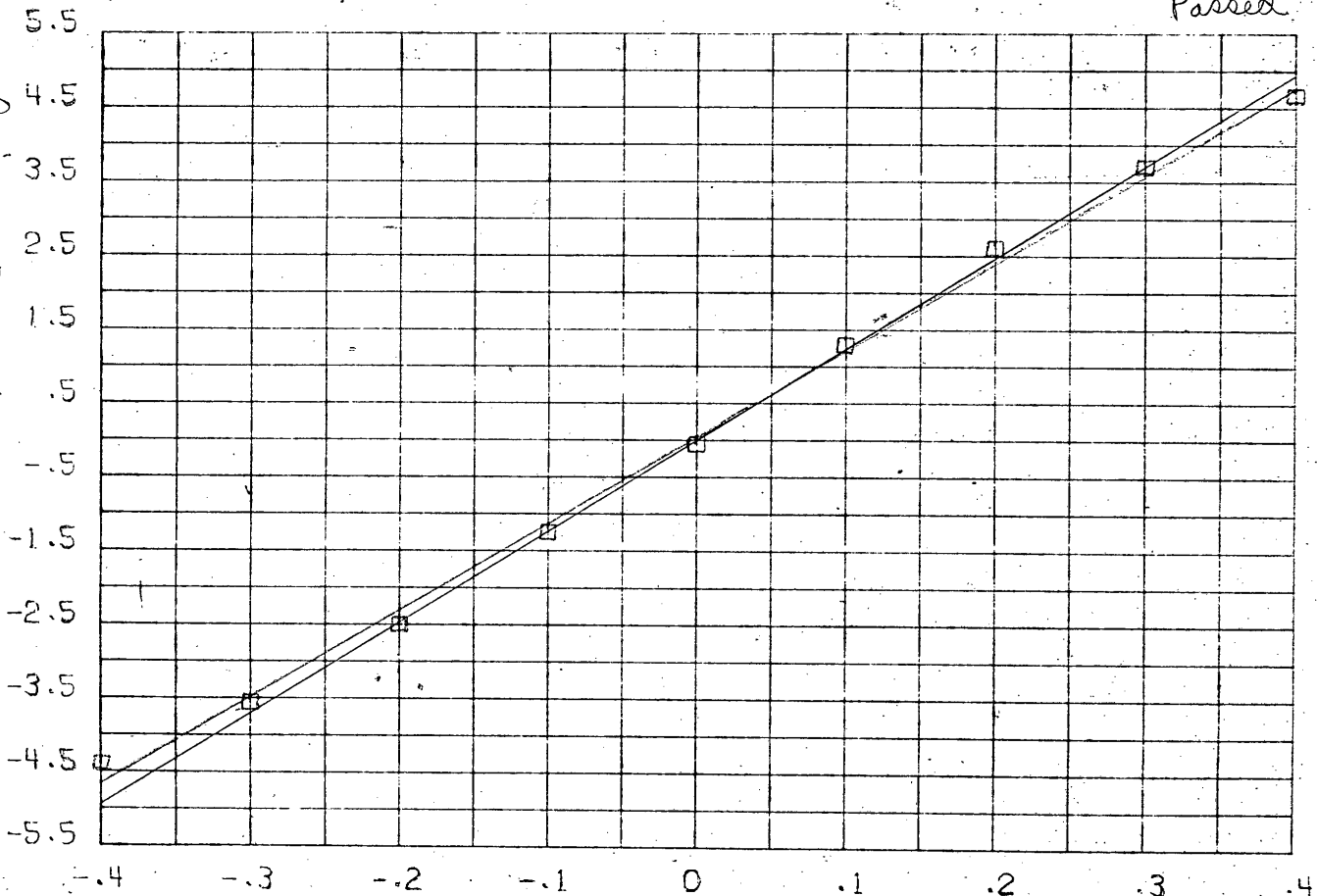
210-1, ND=1, X SCALE

1 Bad pt. SITION



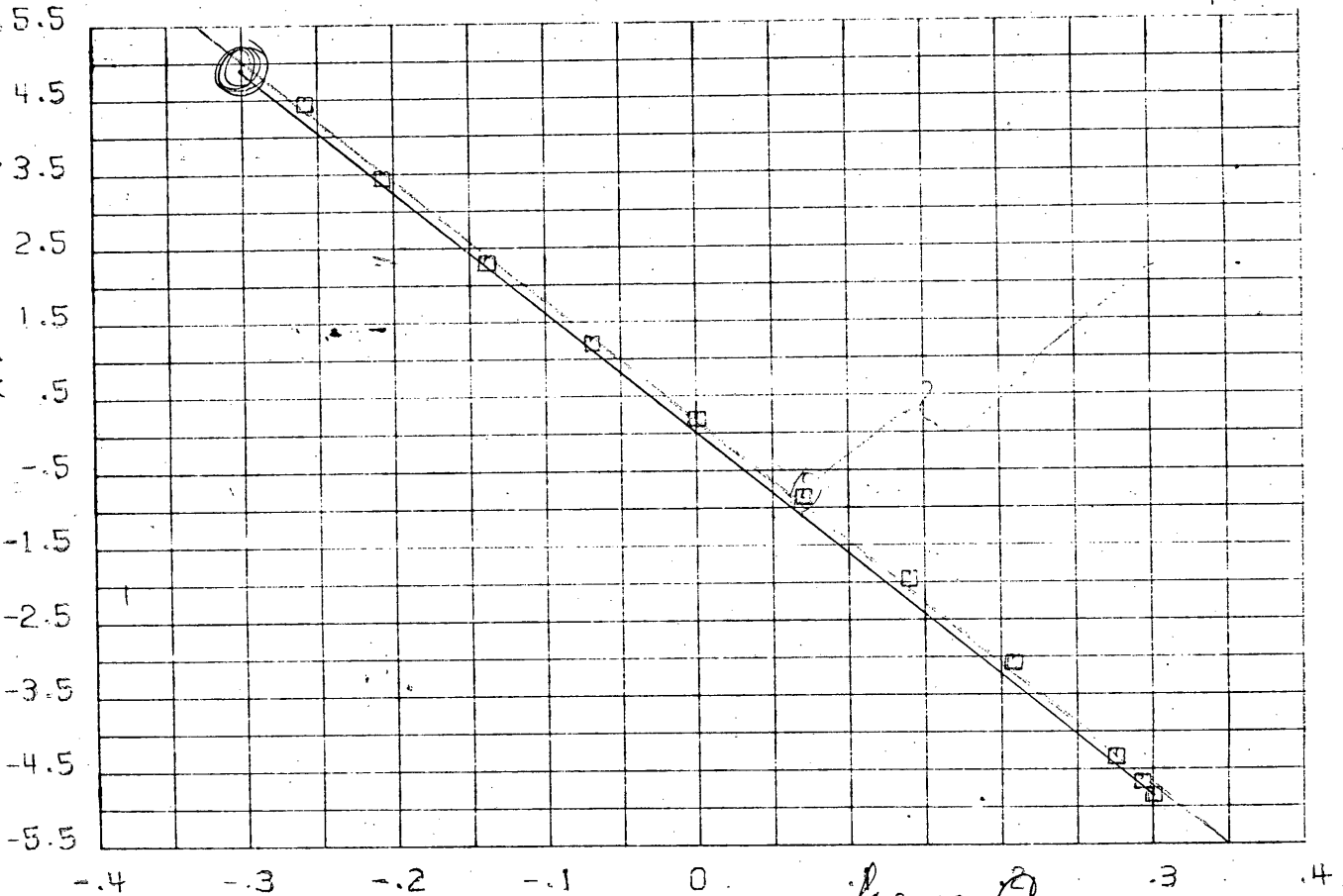
210-1. ND=1. Y SCALE
Passed

Quantity of (SIT) DV
Range OK



210-1, ND=1, X SKEW
Passed

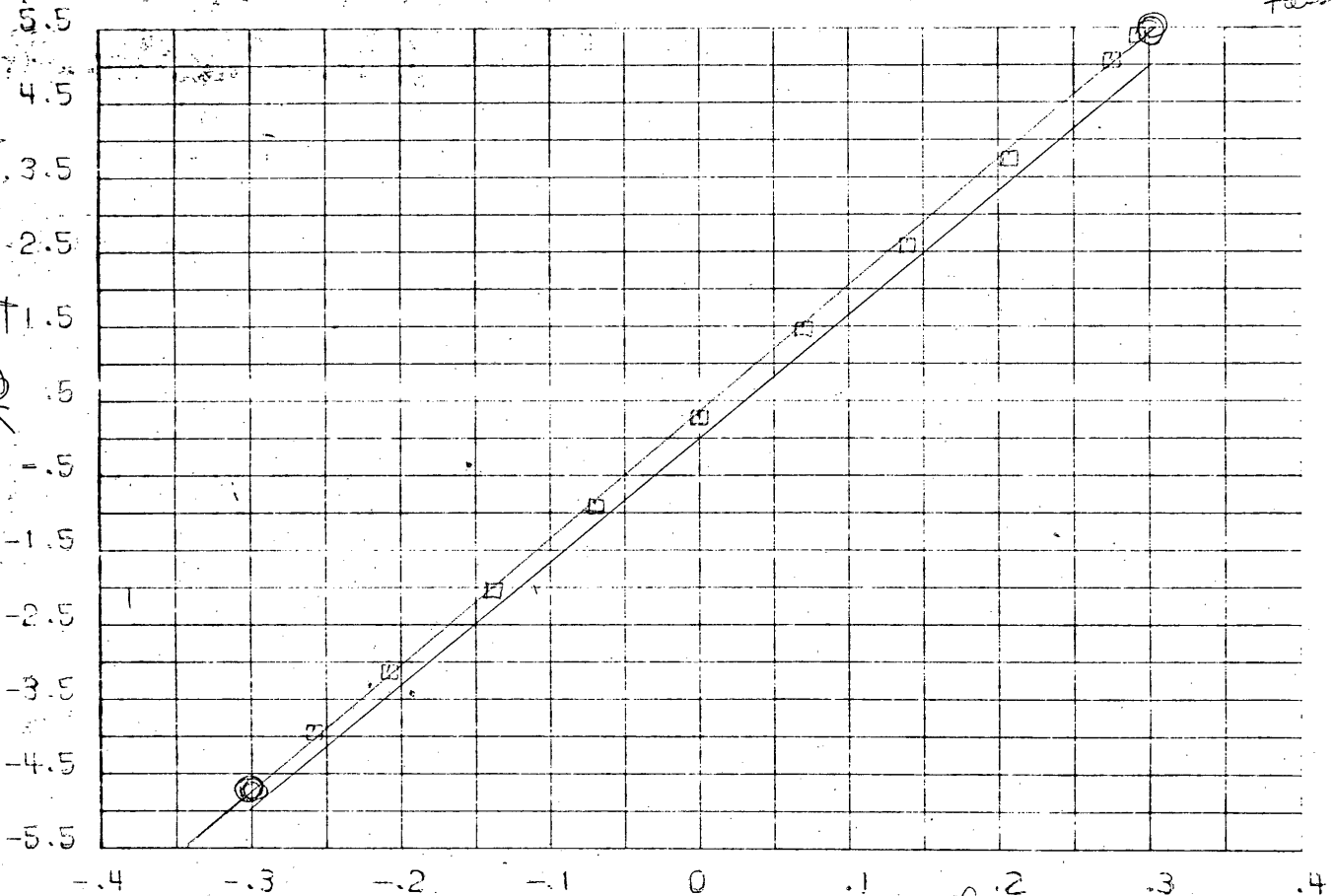
Range Out
Frequency OKS 10A



210-1, ND=1, Y SKEW

hand

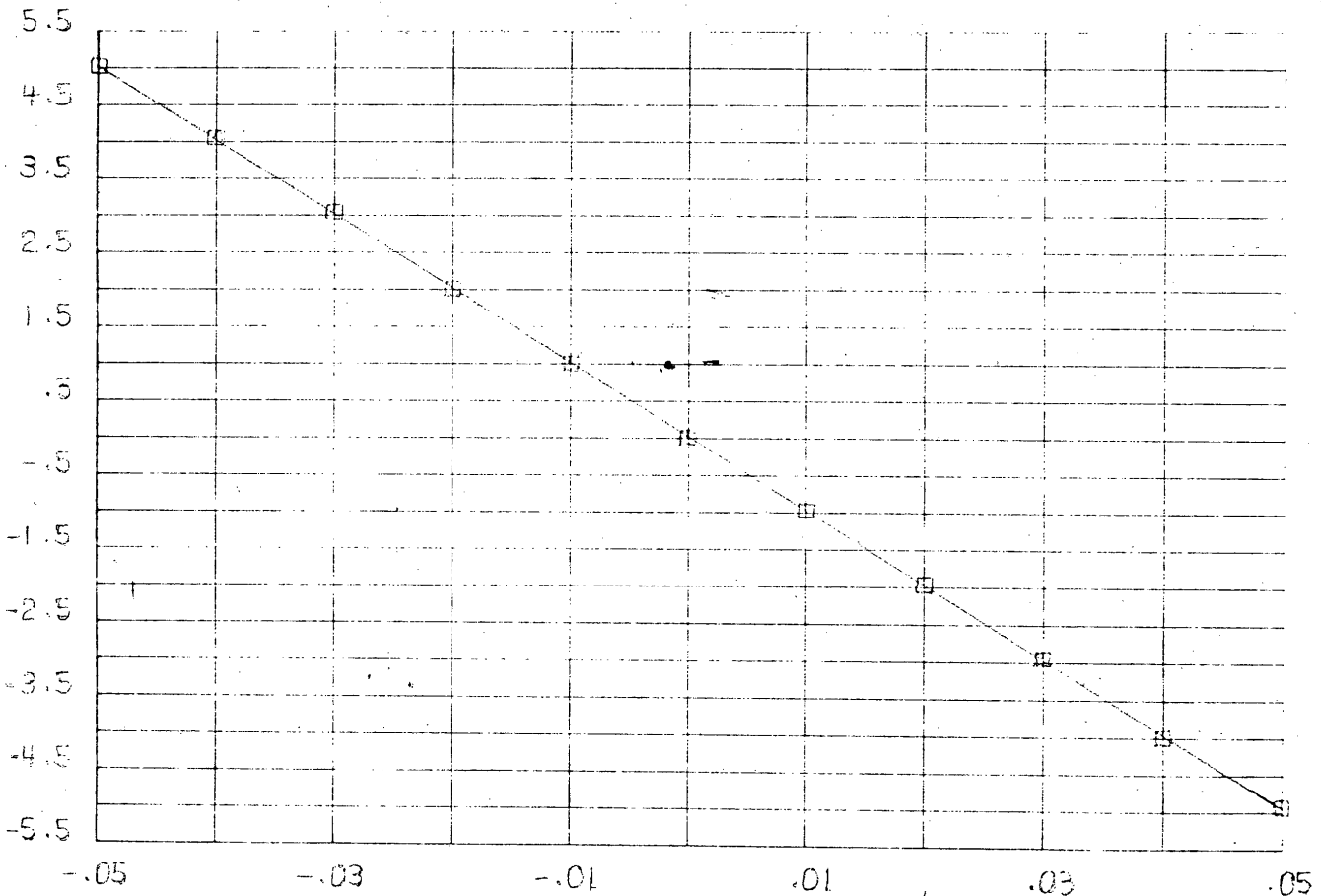
*Linearity of
Range out*



54

Gene C

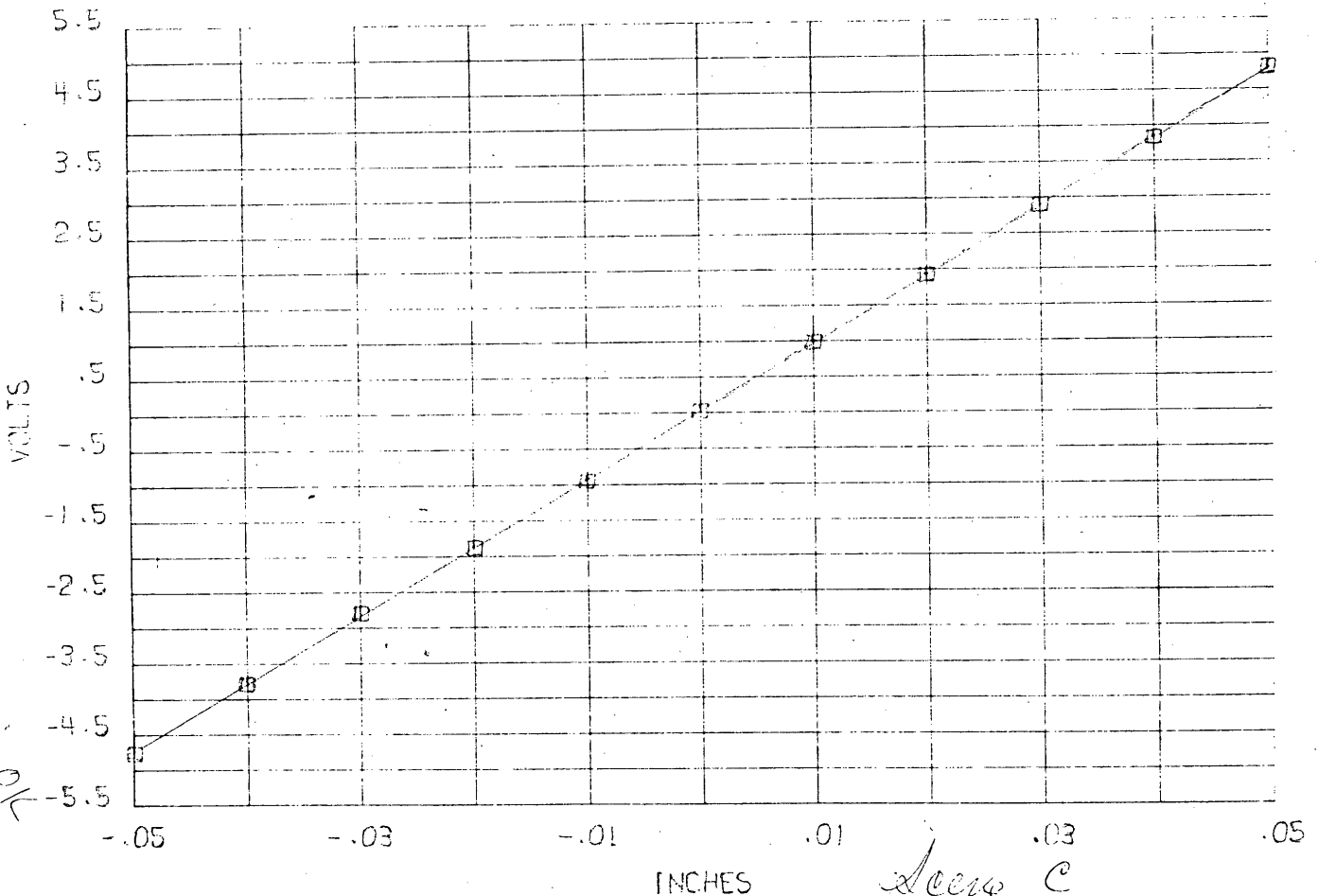
210-1, ND=2, X PARALLAX



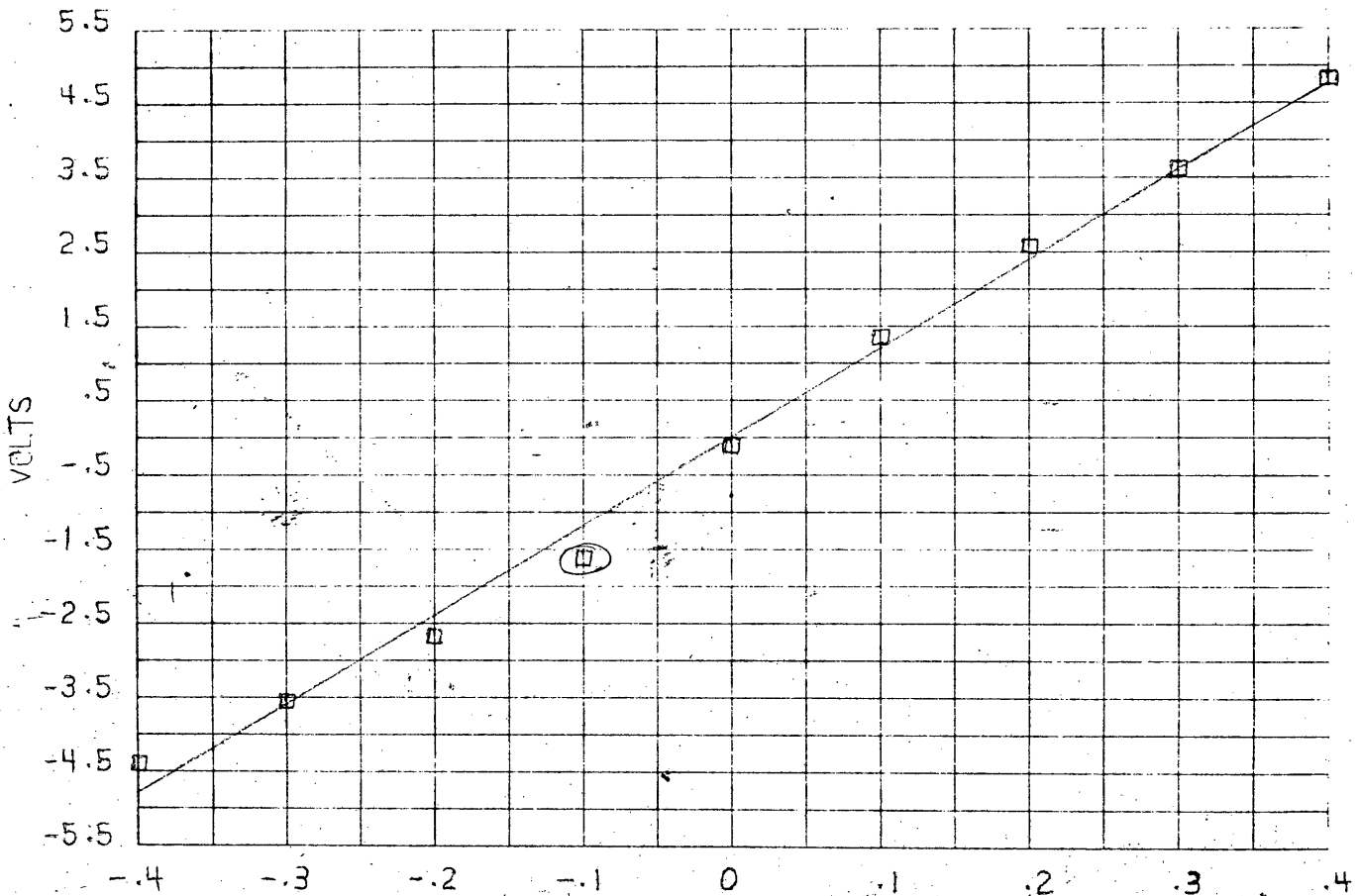
STATION
Range OK
Time OK

55

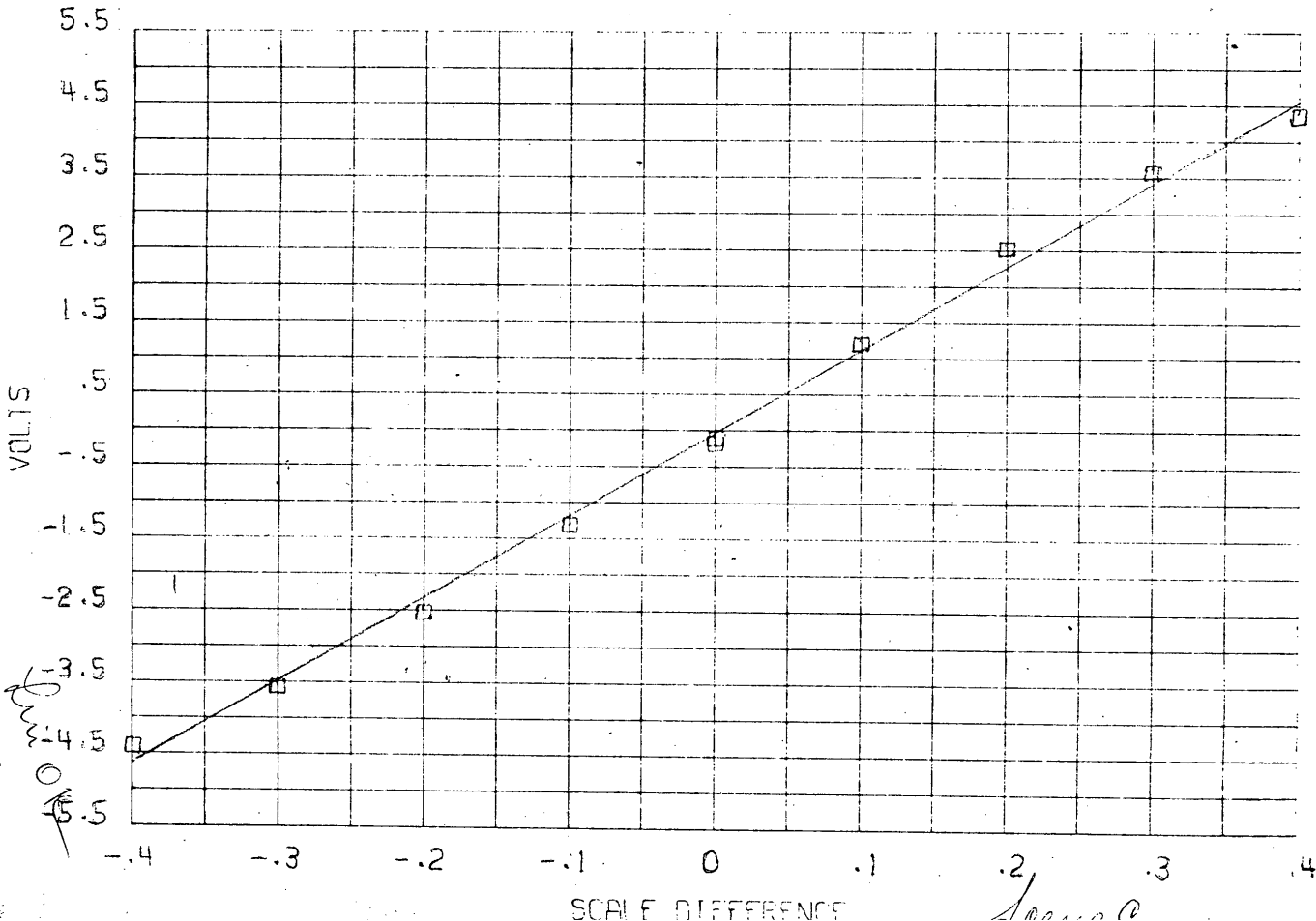
210-1, ND-2, Y PARALLAX



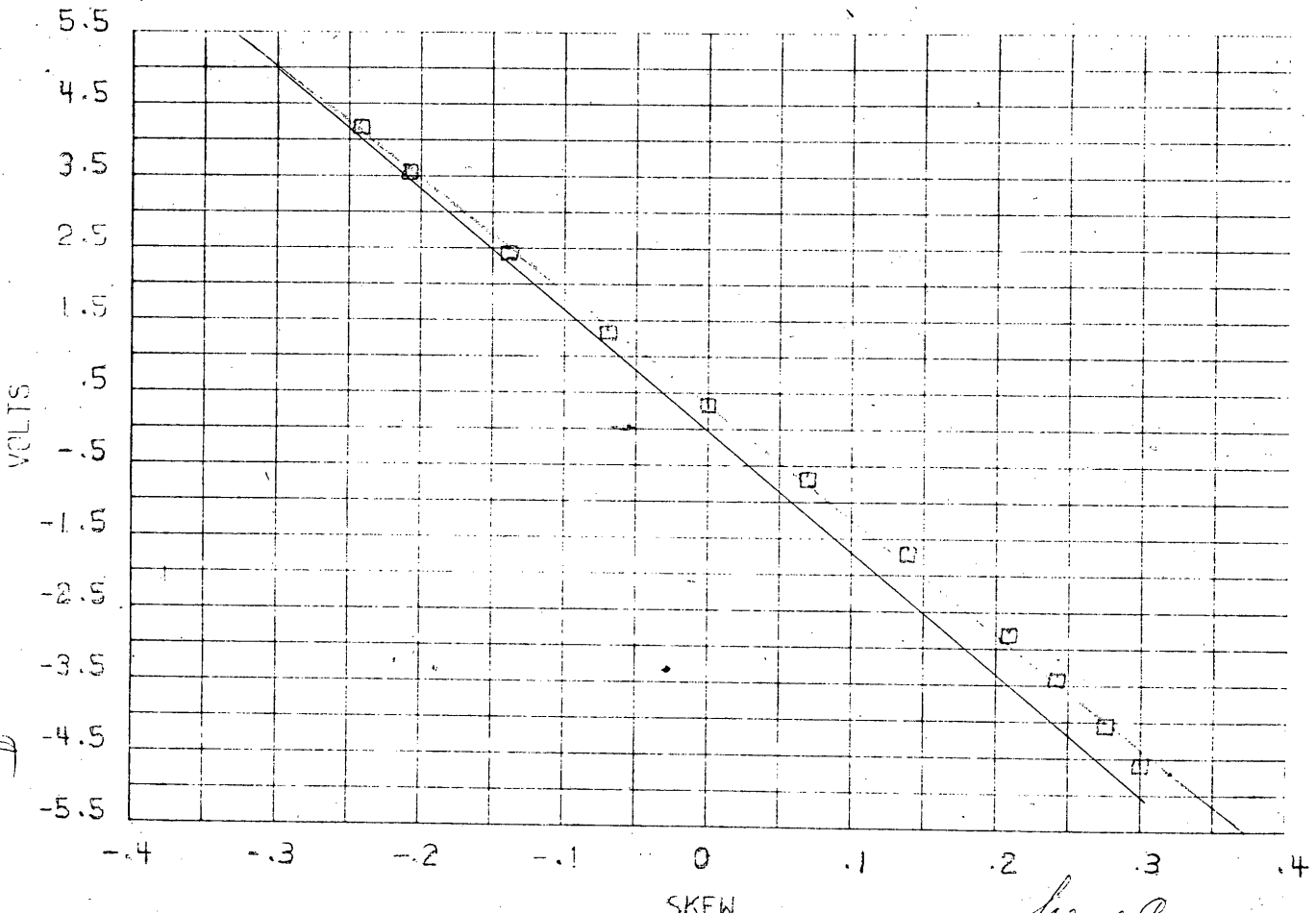
210-1, NO-2, X SCALE



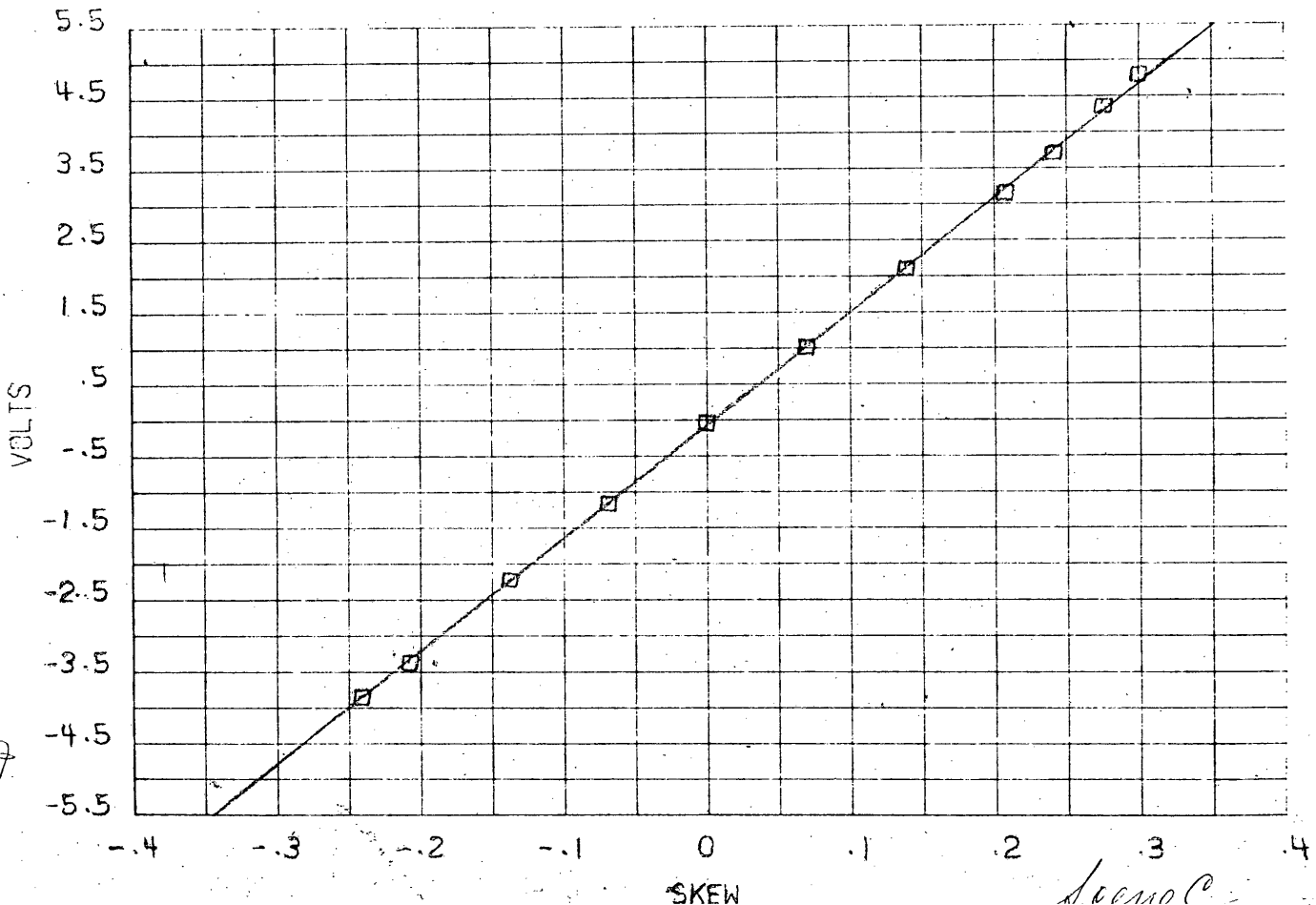
210-1, ND=2, Y SCALE



210-1, ND=2, X SKEW



210-1, ND=2, Y SKEW



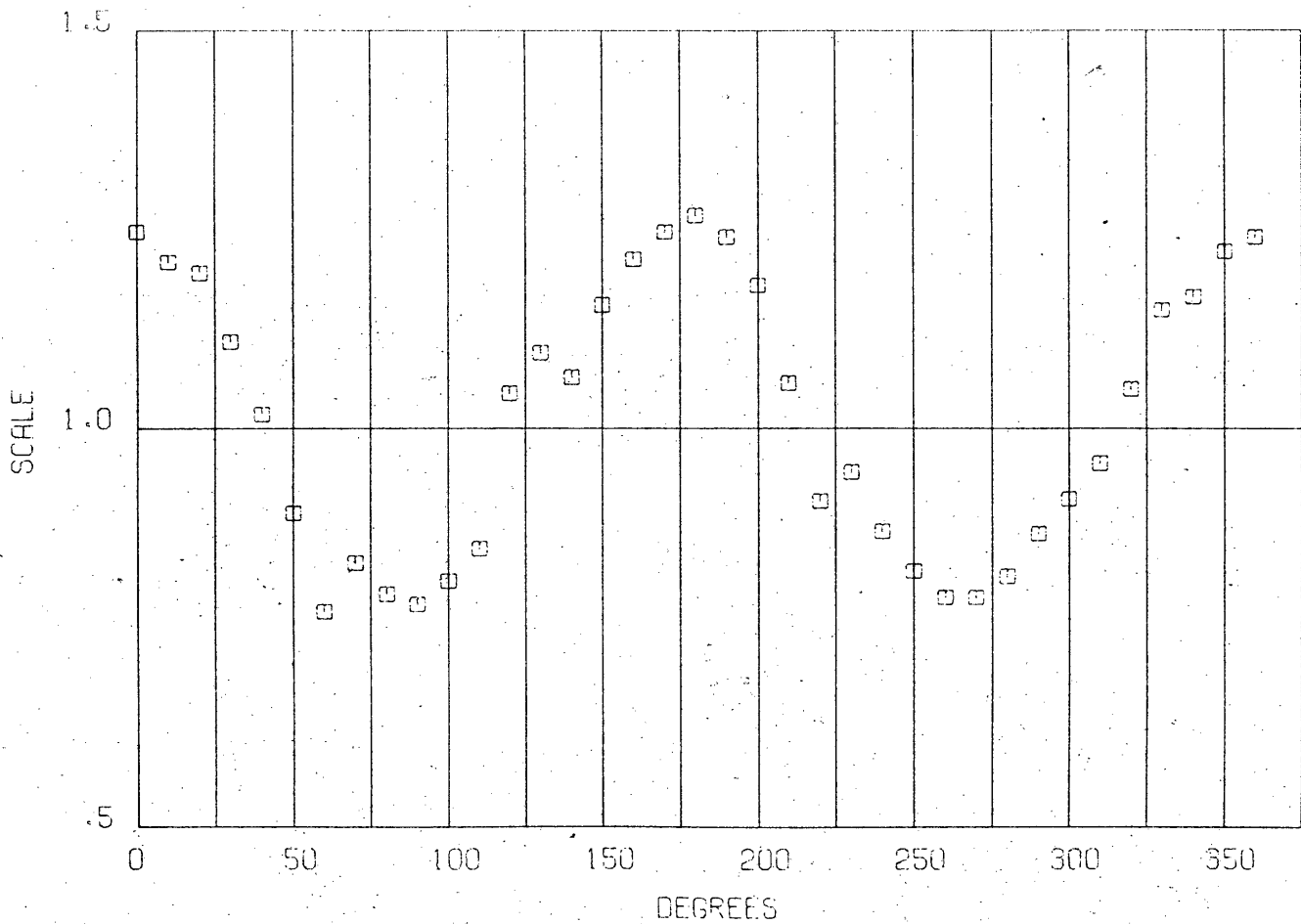
Range out

60

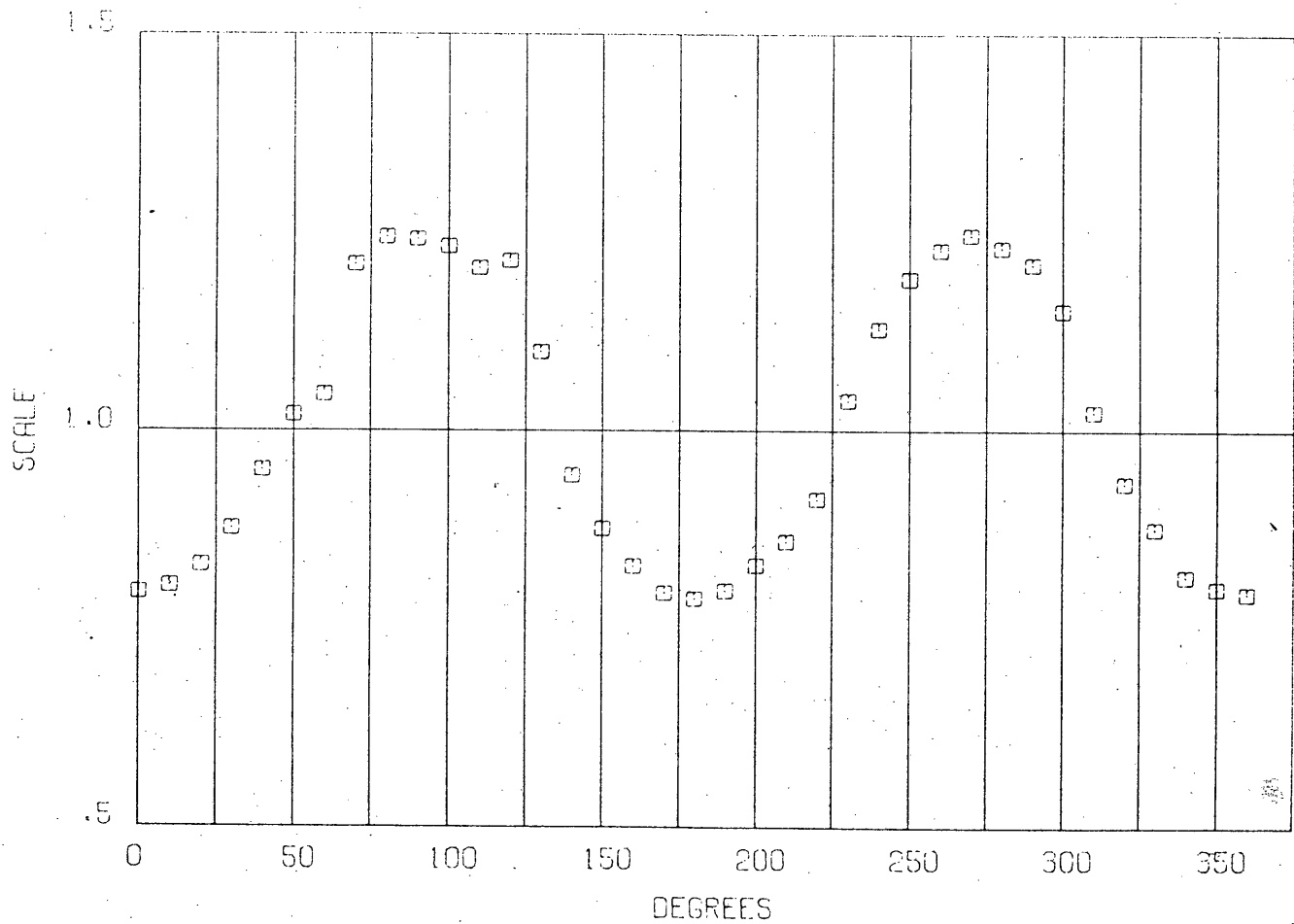
Range out

57

210-1, X SCALE

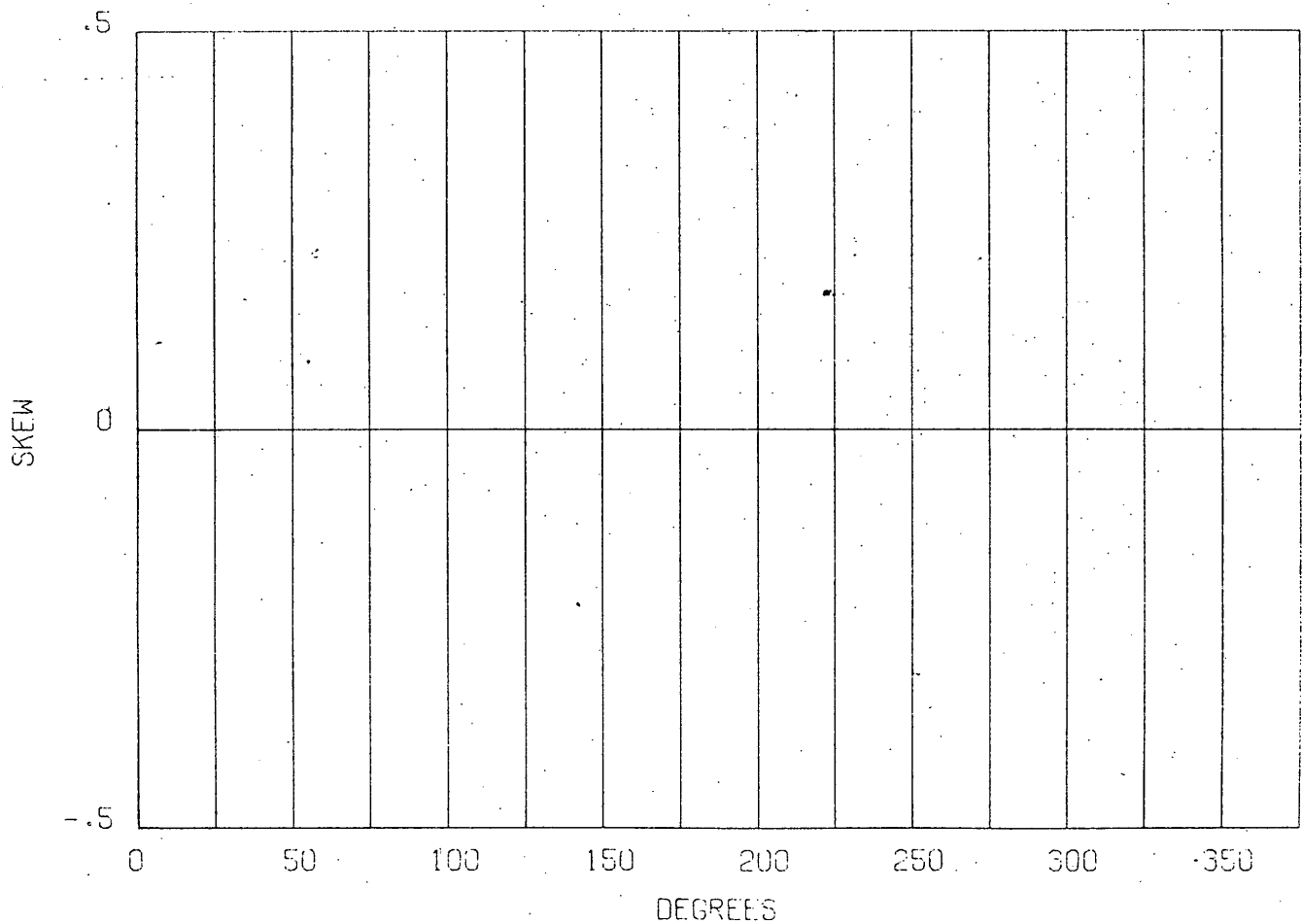


210-1, Y SCALE



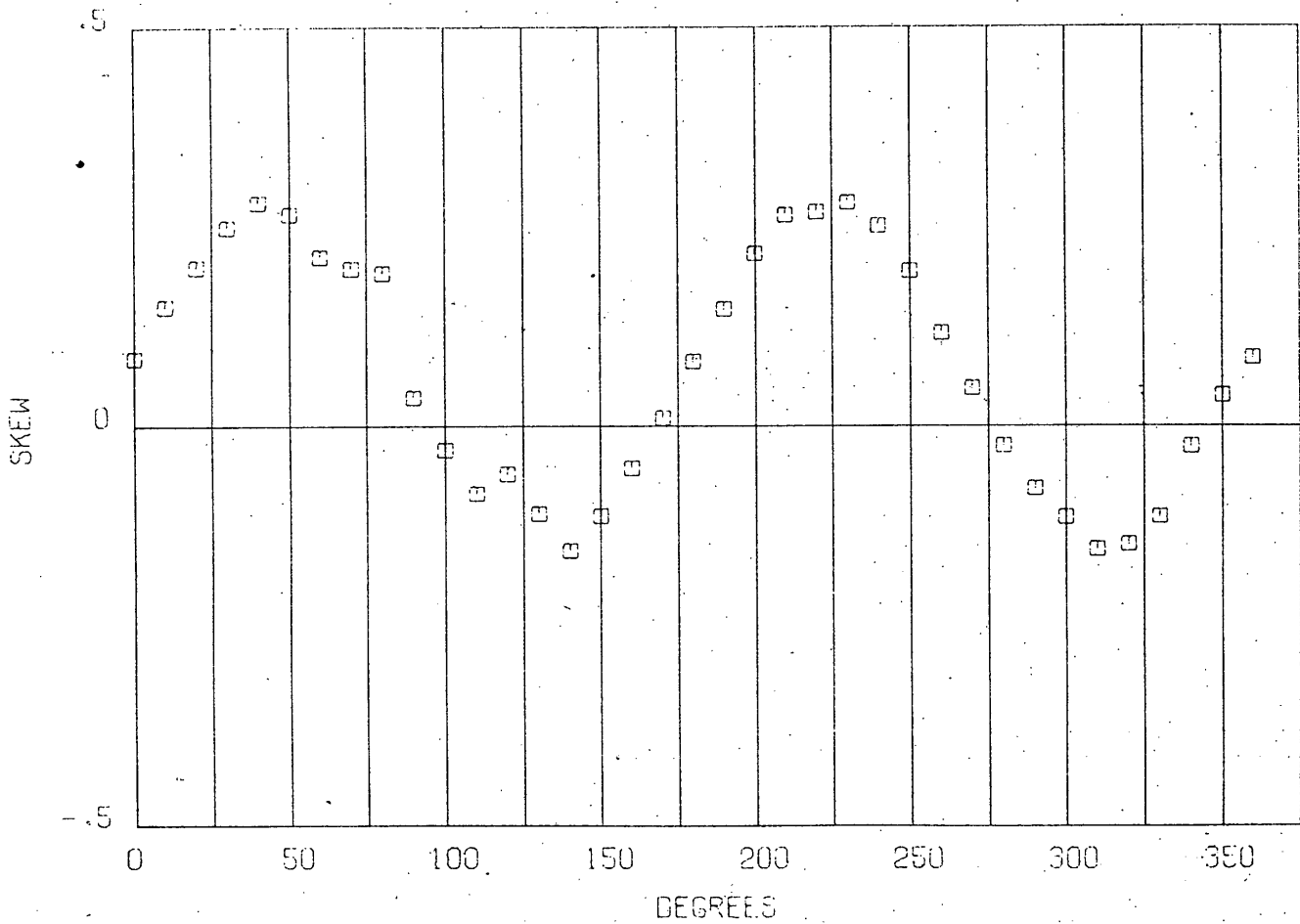
62

210-1, X SKEW



63

210-1, Y SKEW



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