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NRO review(s) completed.

11 April 1967



JTB
Corcoran

TO: Dr. A. Flax
FROM: J. J. Crowley
SUBJECT: CORONA J-3 PAYLOAD SYSTEM ENGINEERING EVALUATIONS

1. A series of Payload System Engineering Evaluations are being programmed by my staff for the first four J-3 CORONA Missions. These payloads have been instrumented for R & D purposes, and test data are being recorded via special T/M link, on film and on a recoverable tape recorder. Engineering materials gathered from these evaluations will be analyzed by the government and contractor teams as appropriate. A briefing on the evaluations was provided in my office to Col. Carter, [Redacted] of your staff on 5 April. Although the detailed operations and analysis plans have not been completed, the basic engineering plan has been established and this memo is provided to furnish you and your staff with a ready reference for the J-3 Payload Capability Evaluation Program.

- A. Systems CR-2, CR-3, and CR-4 will be equipped with nod to scan encoders for in-flight verification of the nod to scan calibration. Nod to scan calibration is a part of the pan geometry calibration of the J-3 system. The data from the nod shaft encoder is being recorded on the flight film through use of a xenon flash tube and fiber optics. The in-flight calibration will be compared with the pre-flight nod shaft calibration furnished in our calibration report. It is anticipated that the validity of the pre-flight nod to scan calibration can be established through these three flights, and that in-flight calibration will not be necessary on payload systems CR-5 and subsequent.
- B. Payload vibration data are being recorded on flights CR-1 through CR-4 for purposes of verifying qualification levels and error budget analyses. The vibration data will be transmitted over a special Agena T/M link which has been made available on these flights. Ascent vibration data is being recorded on payloads CR-1 and CR-2 in order that we may verify the CORONA Program environmental qualification criteria for the J-3 payloads. On-orbit vibration data will be recorded on payloads CR-3 and CR-4 to provide data for use in the analysis of the camera system error budget. Elimination of camera vibration was one of the major goals of the J-3 design at Itek.
- C. System time, special payload temperature measurements, slit and filter position recordings, vehicle gas jet monitors, and instrument status monitors are being recorded during instrument "operates" by means of an SRV tape recorder. The time words for both forward and aft cameras will be provided to NPIC in

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advance of film arrival. This provides for these first four systems an independent time correlation source, and will prevent any possible delays which could arise because of the technical interface problems in the introduction of the new silicon light pulser data block and data block reader. A requirement for advance delivery of time and attitude data has been expressed by NPIC [redacted] and this CORONA Engineering Evaluation will allow us to test a technique which has potential in meeting the NPIC requirement. The temperature data and vehicle gas jet monitors will provide inputs both for the PG analysis and the camera performance evaluations. The slit and filter recordings and instrument status monitors are primarily intended as systems engineering diagnostic analysis tools. The SRV tapes will be formatted at AP following recovery and will be made available to the appropriate analysis groups.

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- D. A post flight engineering evaluation on redesigned SRV subsystems will be conducted on CR-1 and CR-2. Capsules from these flights will be returned directly to AP for defilming in order to facilitate the life sensitive testing. Special reset boxes and instructions for the VJ series SRV's will be provided to the recovery forces.
 - E. Instrument performance evaluations will be conducted on the CR-1 through CR-4 flights using both Brainstorm targets and Corn targets as analysis references. Evaluations will be made at the camera contractors and at Eastman Kodak. The latter will be tasked to do work in edge-gradient analysis as a part of our evaluation of this technique for its application to future systems. We hope, with the CORONA tests, to verify J-3 system error budgets, to compare J-1 and J-3 results, and to establish a baseline for work with future systems. The phase-in of the improved Petzval lens with CR-4 will allow flight verification of its predicted performance improvement.
 - F. The system exposure control device will be tested as a part of the CR-1 through CR-4 engineering evaluations, but will be programmed primarily in the latter stages of the mission. The material/filter tests are being varied on each flight in order that the full capabilities can be examined and analyzed by the end of the CR-4 Mission.

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<u>PAYLOAD</u> (Launch Date)	<u>CAMERA</u>	<u>FILM TYPE</u> (Footage)	<u>FILTER</u>	
			Primary	Alternate
(1) CR-1 (August 67)	FWD looking	3404 (16,000)	W/23A	W/25
	AFT looking	3404 (16,000)	W/21	W/23A

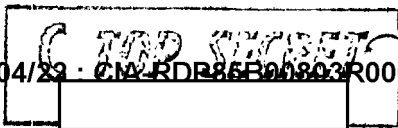
The CR-1 flight will be used primarily to demonstrate the basic capability and performance of the J-3 payload and the reliability and operational control of the J-3 exposure control device. As programmed in CR-1 the exposure control device will provide data not heretofore available on the operational effects of filtration on target contrast and imagery information content. The filter optimization study will be continued on CR-3 and CR-4 flight with the goal to optimize our filter selection on a scientific and empirical basis, and to provide to the Satellite Operations Center flexibility in using filtration as a function of solar angle and weather predictions.

<u>PAYLOAD</u> (Launch Date)	<u>CAMERA</u>	<u>FILM TYPE</u> (Footage)	<u>FILTER</u>
(2) CR-2 (October 67)	FWD looking	3404 (14,000)	W/23A
	[Redacted]	[Redacted]	[Redacted]
	AFT looking	3404 (15,300)	W/21
		50340 (400)	NONE

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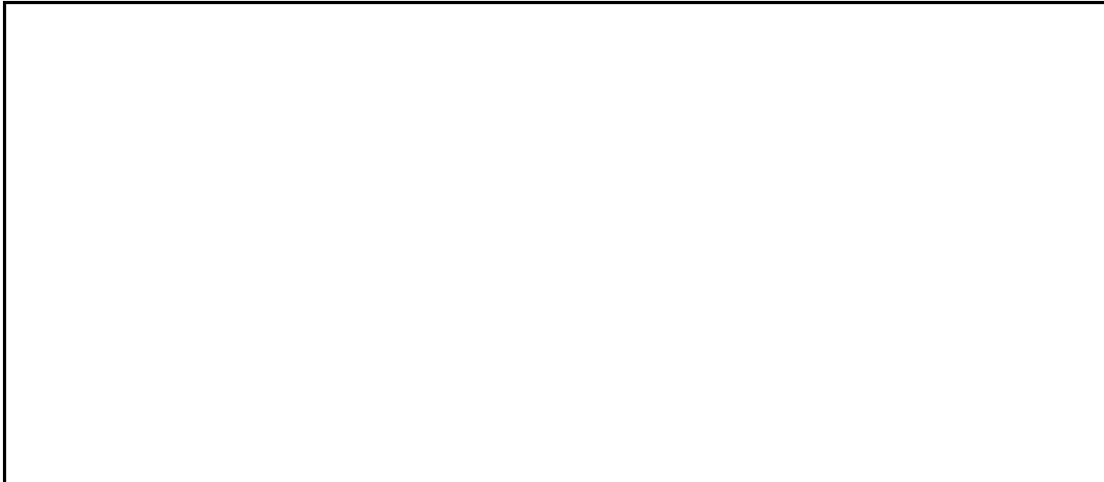
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<u>PAYLOAD</u> (Launch Date)	<u>CAMERA</u>	<u>FILM TYPE</u> (Footage)	<u>FILTER</u>	
			Primary	Alternate
(3) CR-3 (February 68)	FWD looking	3404 (15,000)	W/25 (Glass)	Polarizer
		S0380(1,500)	W/25 (Glass)	
	AFT looking	3404 (15,000)	W/21	Polarizer
		S0380(1,500)	W/21	

S0380 is 3404 emulsion on ultra thin base (UTB). One of the design goals of the J-3 Program was to develop a system capable of handling UTB. Incorporation of UTB will provide a 50% increase in available film footage, and as such should be accomplished as soon as possible consistent with program reliability. By the flight of CR-3, we believe will have sufficient ground test data to warrant a flight test with UTB. In addition to the UTB flight test, CR-3 will be used to examine the effects of the use of polarizers on satellite photography.



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Test results on the EKIT Program (EKIT Test 10) have indicated no discernable loss in resolution through use of polarizers. The forward and aft camera polarizers will be tested both independently and together.

<u>PAYLOAD</u> (Launch Date)	<u>CAMERA</u>	<u>FILM TYPE</u> (Footage)	<u>FILTER</u>	
			Primary	Alternate
(4) CR-4 (May 68)	FWD looking	3404 (14,500)	W/25	
		S0230 (1,500)	W/25	W44+2E(Glass)

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The evaluation programmed for CR-4 involves use of a new higher speed, high resolution black and white film which is being marketed by Eastman Kodak (S0230). If the resolution of this film approached that of 3404, the operational photography of both the J-1 and J-3 systems can be improved through its use. Laboratory testing of S0230 at both Eastman Kodak and Itek, and flight testing of S0230 using the Idealist Delta III camera will precede the CR-4 flight. The forward looking camera filter device on CR-4 will be programmed for an evaluation of additive bi-color photography, i.e., the reproduction of color imagery through the proper filtration and reconstitution of the color from the black and white negatives (see EKIT Test Plan 2). If additive bi-color reproduction with the CORONA panoramic camera proves successful, color photography for the photointerpreter can be selectively produced on J-3 without special film loading, and without loss in resolution. The AFT looking camera filter device will be used during a different portion of the mission for a continuation of the filter optimization study.

2. The final test and analysis plan for each of the four CR flight systems will be distributed at R-9 day when the system is released for flight preparations. This detailed test and analysis plan will delineate responsibilities for analysis and provide direction for distribution of test material.

/S/

JOHN J. CROWLEY
Director of Special Projects

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Colonel Howard c/3
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