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~~ISI~~ NATIONAL RECONNAISSANCE OFFICE
WASHINGTON, D.C.

THE NRO STAFF

17 February 1967

MEMORANDUM FOR DR. FLAX

SUBJECT: MOL/DORIAN Schedule/Cost Information

1. After our departure from the West Coast on 15 February, the MOL Management Review continued with Evans, Martin, and Heran. This continuation was for the purpose of further clarifying schedule and cost impact as earlier discussed when you were present.

2. As a result of this discussion a few new facts emerged, which follow for your information:

a. GE and EKC were directed to participate in a schedule compatibility session on the West Coast, starting Monday, 20 Feb. The other three contractors obviously are also participating. The purpose of this session is to work out all hardware exchange milestones between contractors, firm up component and system flow (factory-pad) and the various sub-system and system test requirements. In other words, first work out the interrelationship between contractors before costing. The ground rules call out both a 9 and a 12 months slip from present flight dates; i.e., first manned flight date in present schedule as you remember is Dec 1969; the second is April 1970, etc.

b. Upon completion of this necessary and important step, the contractors will then work out the costs associated with both schedules.

c. It is not now clear when the MOL/DORIAN folks will come in with their information. I estimate Paul Heran will require 3-4 weeks to complete this work with the contractors. Harry Evans, I'm sure, has a handle on this one. At any rate I am assured that all concerned feel a sense of urgency and a desire to get at the schedule/cost decision as soon as possible.

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3. Associated with this on-going work are two other points, the acoustic testing facility at Rochester, N.Y. which requires a very early decision because of its impact on above planning and the continuation of the compatibility model in light of a schedule slip. I believe you know my feelings regards the former. When one removes the noise associated with cost and emotion, it is clear that such a testing facility is both important and desirable to the achievement of mission objectives. I am not of the opinion, however, that qual testing is as important an issue as testing to flight levels. Regards the latter, John Martin and Art Simmons have now agreed to drop forevermore the terminology of Compatibility Model. However, the hardware will become that which is necessary for the first fully qualified flight article. If this point is not clear I'll discuss it with you further. *Pleurodo*

Russ
Russell A. Berg
Brigadier General, USAF
Director, NRO Staff

*Gen Ferguson has agreed
and will so inform
Gen Evans and Col Hean*

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