

BEST COPY AVAILABLE

402382

April 2, 1958

Route	Signed
EOL	
DC	
WBR	✓
RWB	
GWM	
WDD	
LOV	
WBH	
NOG	
RLH	
END	
MHA	
MLM	
JJ	
GG	

TO: W. B. REYNOLDS

SUBJECT: Subcontract 108 - Cooper Development Corporation

I visited Cooper Development Corporation on March 27, 1958. Cooper continues to be exerting an all-out effort to meet technical specifications and furnish hardware on schedule. Apparently all materials have been ordered or can be obtained within the remaining time. The Cooper shops and their suppliers are on schedule.

B. F. Goodrich will be able to load RTV rounds in time. A successful static firing occurred on March 21, 1958 at B. F. Goodrich. Apparently all RTV motors will have to be moved by air to EFG. To expedite and insure delivery, Cooper vehicles will deliver RTV motors to Travis.

Return to UCI  
149 Bldg. 50

Eight rounds have been test fired to date. Subject to the availability of funds and time, four more rounds are planned; namely, two at White Sands, one on April 3 and one on possibly April 10, and two for the week of April 8 at Point Magu. Mr. Harvey is studying the funds available in view of these extra tests which appear to be technically necessary. Apparently on the last firing at White Sands, using an RTV second stage, an altitude greater than 190,000 feet was obtained. The rocket was fired at approximately an 85° angle.

Cooper has experienced a slight reduction in overhead rates, making more money available for direct costs.

It appears as though there will be a credit in the amount of approximately \$25,000 on Appendix "A" which covered Plumbbob expenses as a result of overhead reduction and fiscal year audit findings. I informed Mr. Harvey that this credit should be separated and not used for Hardtack expense.

I talked with Mr. Clifford Cooper. He advised that both the Plumbbob and Hardtack requirements have been done on a crash basis, which has completely saturated their capabilities and has caused great demands upon personnel. Although he is most anxious to develop a continuing business relationship, he is not anxious to take on additional work under such pressure. He hopes, based upon the Hardtack outcome, if further rocket work is required that it can be started without delay. In addition to crash time schedules, we have saturated key Cooper personnel to the point where they are not available to Cooper for work on other projects which result in more profit to Cooper. He is most anxious for additional business but he believes it not unreasonable to allow more lead time.

*C. L. Blue*  
C. L. BLUE

cc: D. C. Sewell  
R. Batzel