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Memorandum 6M-3462

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SUBJECT: NOTES ON SYSTEMS PLANNING MEETING 11 MARCH 1955, 0930E

To: Distribution List

From: J. V. Mazza

Date: 16 March 1955

Approved: B. E. Morriss  
B. E. Morriss

The following Progress Reports were presented and written for these notes by individuals designated.

I. DISPLAY STATUS - R. Buzzard

Conferences with IBM and Group 61 have resolved a problem of conflict between IBM's cabling plans and Group 61's requirements in the use of manual input switches and warning lights on the auxiliary consoles and on side frames attached to situation consoles. The side frames have been altered to allow control of 48 instead of 41 manual input cores. The manual input interconnection units input part has been increased from 140 rows of 41 holes to 140 rows of 48 holes, and the cabling people at IBM have agreed that manual input signals and warning light control lines may use the same connector at the console, with the cable leaning, the connector to be split, one part running to the manual input interconnection unit, and the other part to the warning light frames. Also, an interconnection unit, similar to the one used for manual inputs will be added (on the third floor of the duplex central) to provide for the same flexibility in using warning lights as we now have for manual inputs.

Several supplements to the basic display specification will be concurred upon this week.

A proposed specification is being issued for the Large Board Display, and a meeting is scheduled for Tuesday to discuss the command post DD Desk.

II. IBM ORGANIZATION CHANGES - B. Housman

Changes in organization were briefly outlined. A complete chart will be issued in the near future.

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III. XD-1 SCHEDULES - H. Anderson

The state of the FST-2 installation schedule was discussed. For the purpose of ordering telephone data service, the draft made by Kirshner appears to be the best information available. More firm dates should be established for 1956 in the near future.

The lack of a firm schedule for delivery of situation display consoles from Crosley was mentioned as information for anyone who is interested.

IV. FSQ TIMING - L. Jeffery

Group 61 is in the process of estimating the scan-time for the FSQ-7 System. Two independent approaches were taken:

1. Programmers who have written parts of the Cape Cod program were asked to estimate the time which would be required by their programs as a function of appropriate parameters such as number of tracks, and number of radar returns. They made a similar time calculation on the basis of a direct re-programming of Cape Cod for XD-1.
2. A program was written to measure experimentally the time taken by various parts of Cape Cod. A great deal of data was obtained over widely varying conditions of number of tracks, number of radar returns, number of interceptors, air movements data, height requests, etc.

The estimates in 1. often agreed to within 3% to 5% with the measured values in 2.

While final conclusions will not be reached until the data is thoroughly analyzed, (a matter of a few more days) tentative results suggest that the FSQ-7 scan time estimate will range from 12 to 25 seconds. It should be pointed out, however, that this estimate is based on a direct re-programming of Cape Cod for FSQ-7 and is probably larger than would result if the program were written specifically for the latter.

Signed: J. V. Mazza  
J. V. Mazza

JVM:hpm

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