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PERSON VERIFYING MARKING & DATE <u>1/20/98</u>	DATED: <u>1/20/98</u>

SCDR 201-61

REPORT OF THE 2500 LASL SLIM OF THE W30-2

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ABSTRACT

This Report Presents Results of the 2500-LASL SLIM

May 23, 1961

SANDIA SYSTEMATIC DECLASSIFICATION REVIEW	
1 <sup>st</sup> Review Date: <u>1/20/98</u>	Determination (Circle Numbers):
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Conducted - 4/6/61

Disassembly - 4/7/61

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GENERAL INFORMATION

The LASL-2500 SLIM is the second of two SLIMS to be performed and was conducted using components of WR quality in those areas which affect the interface. This is to insure that SC-LASL interfaces are compatible when using supplier manufactured parts and as a final trial assembly to preclude any possible design and/or manufacturing problems prior to TMS.

LASL-2500 SLIM Planning

The planning meeting for the LASL-2500 SLIM was held at Sandia Corporation on 3/3/61.

LASL - 2500 SLIM

Date and Location

The assembly and disassembly of the LASL-2500 SLIM was conducted at Sandia on April 6 and 7, 1961.

Personnel

The various organizations involved in the LASL-2500 SLIM were represented by the following personnel:

Sandia

Project Division 7146 -- A. G. Bouton  
E. L. Ashland

Manufacturing Development 2532 -- F. L. Baker  
L. D. Treadwell

LASL

GMX-3 -- D. F. Mitchell  
D. F. Evans

GMX-7 -- J. R. Conn

W-1 -- H. G. Waugh

Sandia designed parts for the LASL-2500 SLIM were in accordance with Tabulation Drawing 113565 Issue F with the exception of the parts listed below. LASL designed components were in accordance with LASL document GMX 1950.

1. MC-890's were used in lieu of the MC-1297's, the specified part. These components are mechanically interchangeable.

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2. The Fwd. cap was fabricated from a W30-1 cap. The interfaces were machined to W30-2 specifications.
3. The zipper mounting bracket used was the Mod 1 version, P/N 154455; which is identical to the Mod 2 Bracket, P/N 150826, except for the connector mounting hole on the aft. end.

#### Assembly and Disassembly

Procedures for assembly, MDS 3A0744, were released on ER 300694-J. Disassembly is the reverse of this procedure. All equipment required for assembly or disassembly is listed on IMI 341088 multiple.

Pictures, showing the various stages of assembly were taken and prints of these pictures are on file in the 2532 file. These pictures will be available for anyone interested.

#### Conclusion

The W30-2 LASL-2500 SLIM was considered successful. Time did not allow pressure testing the system but past experience on the W30-0 indicates the units will seal properly. The T-385 system continuity check was acceptable.

Possible damage to Det cable No. 2 resulted in an ECO which routed this cable to the outside of CF-1607. This change was included in Pilot Production and will be in FPU.

Handle fixtures 113565-T1, T2, T3 and T4 were found to need rework. This rework has been accomplished.

Note: The forward cap and zipper mounting bracket will be replaced by Mod 2 WR components. At the time these are received the unit will be re-assembled and will be available in the 2500 Lab for checking compatibility of any improvement changes.

Attachment: W30-2, 2500 LASL Preliminary Observation Report,  
distributed 4/14/61

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TO: DISTRIBUTION

Re: W30-2, 2500-LASL Preliminary Observation Report

The W30-2 2500-LASL SLIM assembly and disassembly was conducted April 6 and 7, 1961 in the 2500 Laboratory. Witnessing the assembly and disassembly were the following representatives:

Dean Mitchell, GMX3, LASL  
Doug Evans, GMX3, LASL  
Jim Conn, GMX7, LASL  
Al Bouton, 7146, SC  
Ed Ashland, 7146, SC  
F. L. Baker, 2532-2, SC

The difficulties encountered that should be corrected immediately are as follows:

1. The No. 2 det cable should be routed outside the CF-1607 cable.
2. The handle fixtures 113565-T1, T2, T3 and T4 were found to be too large and had to be ground.

Further details on the SLIM assembly will be published in the 2500-LASL SLIM report.

This SLIM assembly was considered successful.

D. F. Evans  
Doug Evans, GMX3

Harry Waugh  
Harry Waugh, W1

J. R. Conn  
Jim Conn, GMX7

Al Bouton  
Al Bouton, 7146

F. L. Baker  
F. L. Baker, 2532

FLB:2532-2:gw

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