

In Accordance with E. O. 12958

on NOV 26 1997  
SITE : 1823Z 17 NOV 60

CLASSIFIED MESSAGE

~~SECRET~~  
ROUTING

14 00078800  
ROUTING

1	[redacted]	4	[redacted]
2	[redacted]	5	[redacted]
3	[redacted]	6	[redacted]

TO : DIRECTOR  
FROM : [redacted]  
STATION: DPD (1-2-3-4-5-6-7-8-9-10)  
INFO : S/C (11)  
RMH  
TOR: 1851Z 17 NOV 60

**PRIORITY**  
PRIORITY  
This document contains information referring to [redacted]

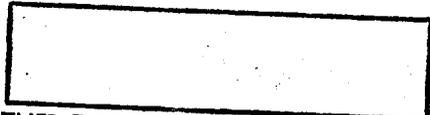
PRITY [redacted] INFO [redacted]  
CORONA  
REF PARA 1, [redacted]

INITIAL WHEN READ  
ACTION

IT HAS BEEN CONFIRMED BY VISUAL INSPECTION OF THE MATERIAL IN THE CASSETTE FROM SUBSYSTEM C-17-507-9012-1062 THAT BREAKAGE OCCURRED ON THE LEADER. TOTAL AMOUNT OF LEADER PASS INTO THE CASSETTE INCLUDING LOADING AND OPERATION WAS 192 FEET. THIS IS VERY CLOSE TO THE SPLICE AS APPROXIMATELY 10 FEET IS EXPENDED DURING LOADING OPERATION.

PRELIMINARY INDICATIONS FROM SCRATCH AND PRESSURE MARKINGS IN THE LEADER SHOW THAT MALFUNCTION BEGAN AT 113 FEET WHICH HAS BEEN CORRELATED TO BE AT THE BEGINNING OF IN FLIGHT ENGINEERING OPERATION. AT THIS POINT A TEAR IN THE EDGE OF THE LEADER 3/8 INCHES LONG BY 1/8 INCHES WIDE OCCURS. FROM THIS TEAR TO POINT OF FAILURE EVIDENCE OF MISTRACKING IS SHOWN BY FLANGE MARKS AND PRESSURE MARKS IN THE LEADER. PRE LAUNCH TELEMETRY DATA INDICATES PROPER OPERATION.

A CORRELATION OF TELEMETRY DATA WITH VISUAL OBSERVATIONS OF



~~SECRET~~

PAGE TWO

THE LEADER IS BEING CONDUCTED TO DETERMINE POSSIBLE CAUSES OF FAILURE. FINAL CONCLUSIONS ON THIS POINT WILL BE DRAWN AFTER ANALYSIS OF ALL DATA.

NO EVIDENCE OF SPLICE FAILURE SUCH AS PARTICLES OF SILVER MYLAR TAPE OR ADHESIVE MARKS ON THE LEADER WERE OBSERVED.

UPON DETERMINATION OF THE POSSIBLE CAUSES FOR FAILURE THEY WILL BE TRANSMITTED TO YOU.

TESTS CONDUCTED ON THE CASSETTE INDICATE PROPER OPERATION OF THIS UNIT.

END OF MESSAGE

~~SECRET~~