

~~SECRET~~ SPECIAL HANDLING

Systems Applications Office
4-2-66

WHS-005

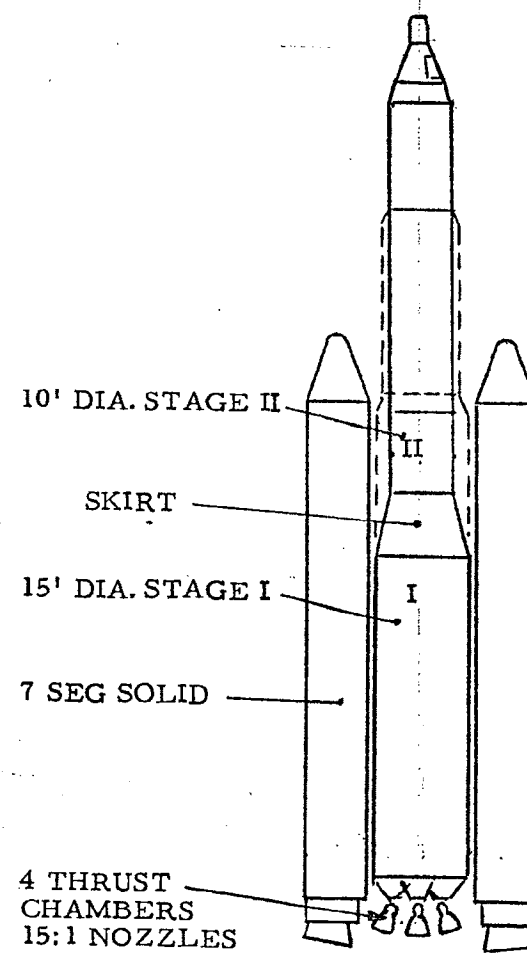


LARGE CORE TITAN III

- ⊙ PAYLOADS (i = 80°; 80/130 ORBIT)
 - .. LDC 1/7 SEG. --44,000 LBS.
 - .. LDC 1 & 2/7 SEG. --50,000 LBS.

- ⊙ THIC (U) DEVELOPMENT PROVIDES
 - .. 15:1 NOZZLES
 - .. 7 SEGMENT SOLIDS

- ⊙ LDC 1 CHANGES
 - .. STRUCTURES
 - .. PROPULSION SYSTEM
 - .. CONTROL SYSTEM



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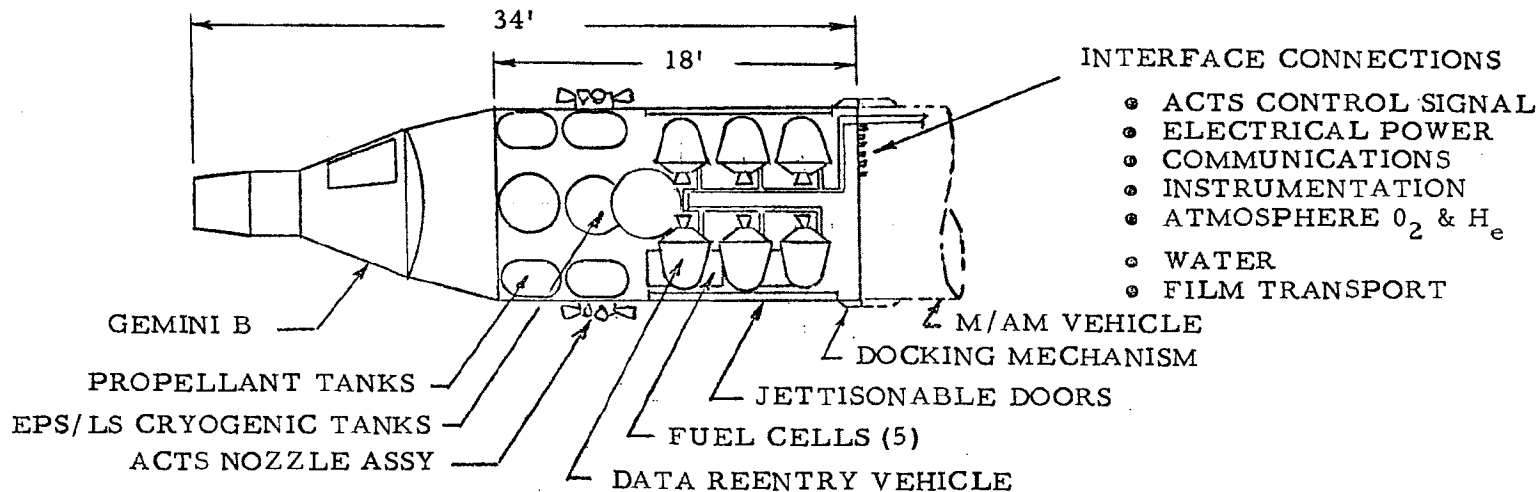
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12

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RESUPPLY VEHICLE DESCRIPTION
(TYPICAL 60 DAY DESIGN)



EST. WT. = 28.4K

FUNCTIONS DOCKED

RESUPPLY VEHICLE

- ATTITUDE CONTROL (ACTS PROPULSION)
- PRIME POWER SYSTEM
- LIFE SUPPORT EXPENDABLES
- DATA SYSTEM

M/AM VEHICLE

- LIFE SUPPORT SYSTEM
- ATTITUDE CONTROL ELECTRONICS
- COMMUNICATIONS & DATA HANDLING
- ENVIRONMENTAL CONTROL

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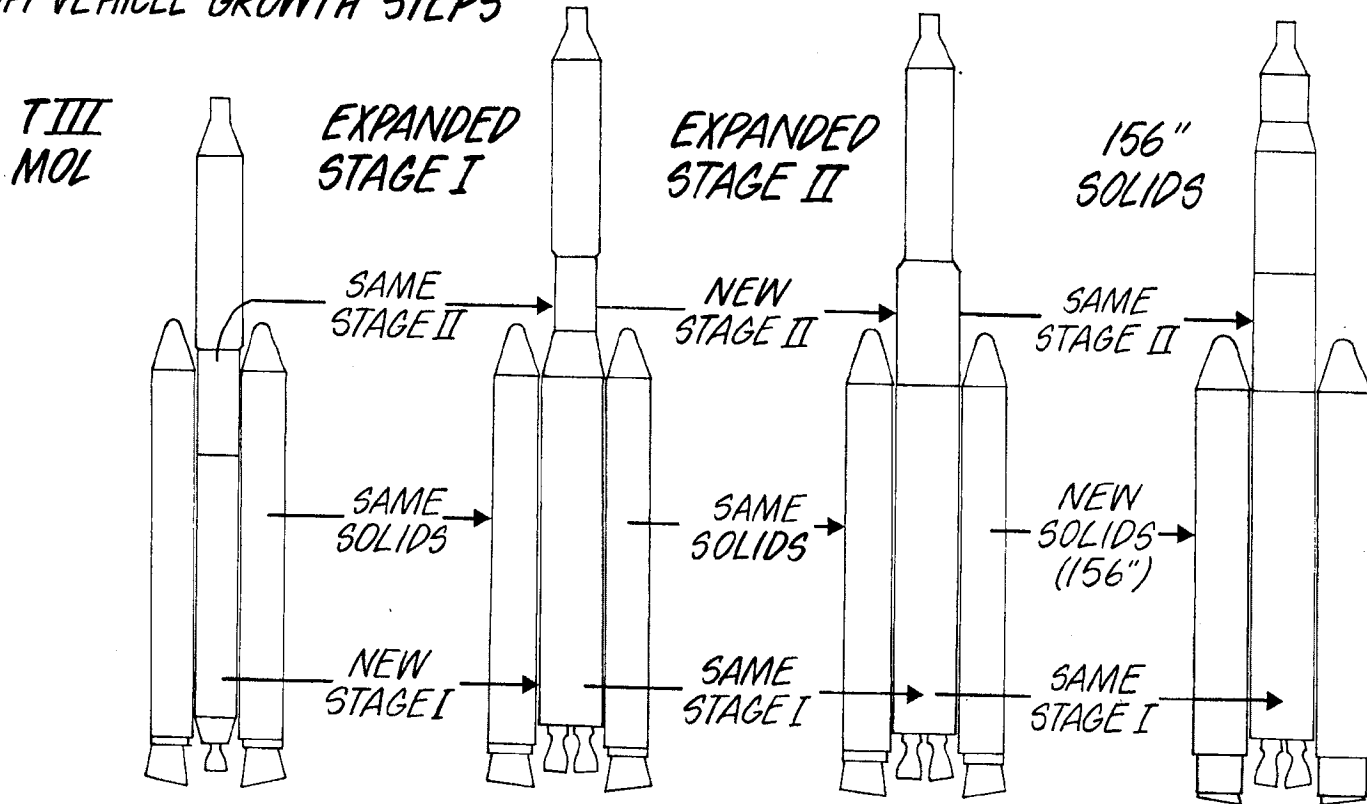
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AD 65 XXXX 00140 R11
MAR 21 1966

~~SECRET~~ SPECIAL HANDLING MOL PERFORMANCE IMPROVEMENT PLAN

● LAUNCH VEHICLE GROWTH STEPS



T III
MOL

EXPANDED
STAGE I

EXPANDED
STAGE II

156"
SOLIDS

SAME
STAGE II

NEW
STAGE II

SAME
STAGE II

SAME
SOLIDS

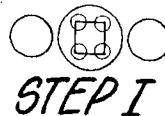
SAME
SOLIDS

NEW
SOLIDS
(156")

NEW
STAGE I

SAME
STAGE I

SAME
STAGE I



P/L (80° 80/130) 32,000

42^① - 44,000

45 - 50,000

62^① - 68,000

① NO EXTENDED STAGE I OR STAGE II BURN DURATION.

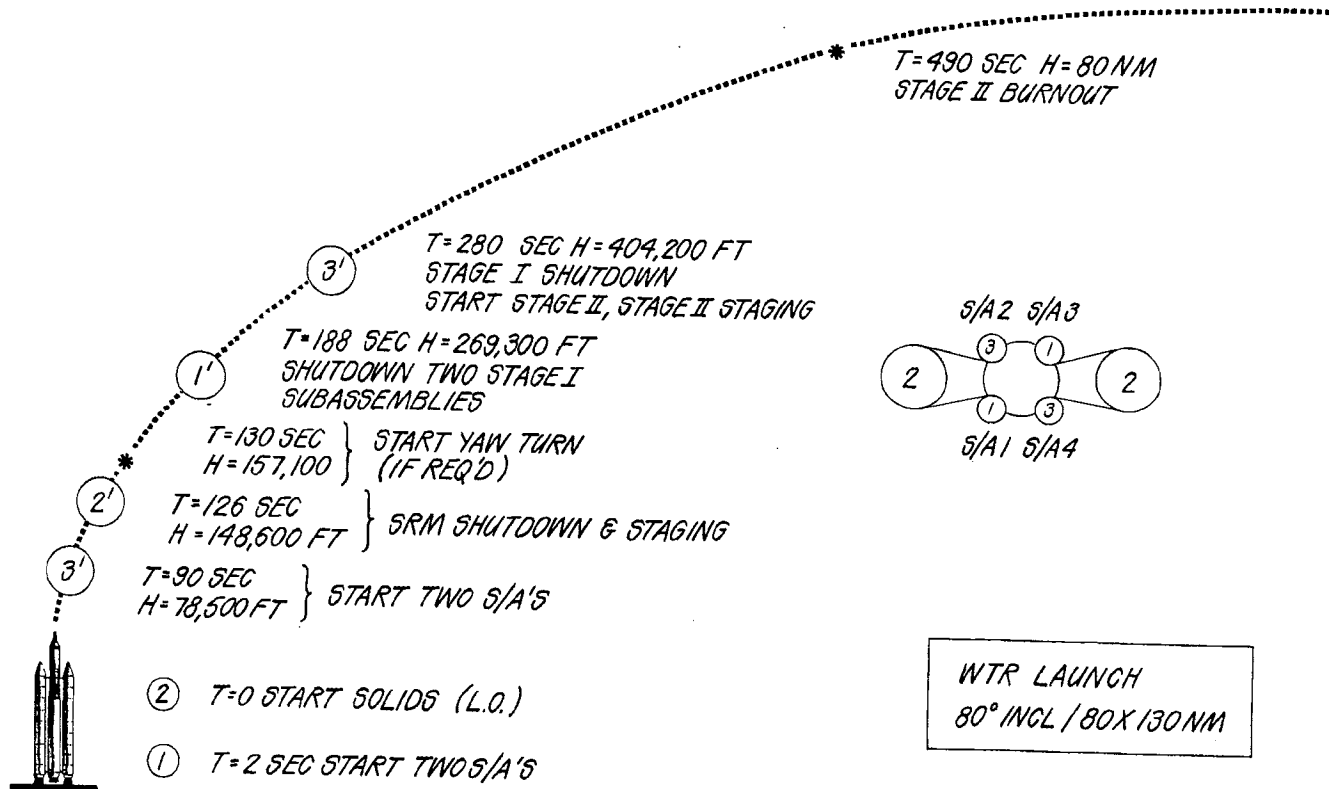
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AD 66 XXXX 00163
MAR251966

MOL PERFORMANCE IMPROVEMENT PLAN

● SEQUENCE OF EVENTS - STEP I CONFIGURATION (80°- 80/130 NM)



- ② T=0 START SOLIDS (L.O.)
- ① T=2 SEC START TWO S/A'S

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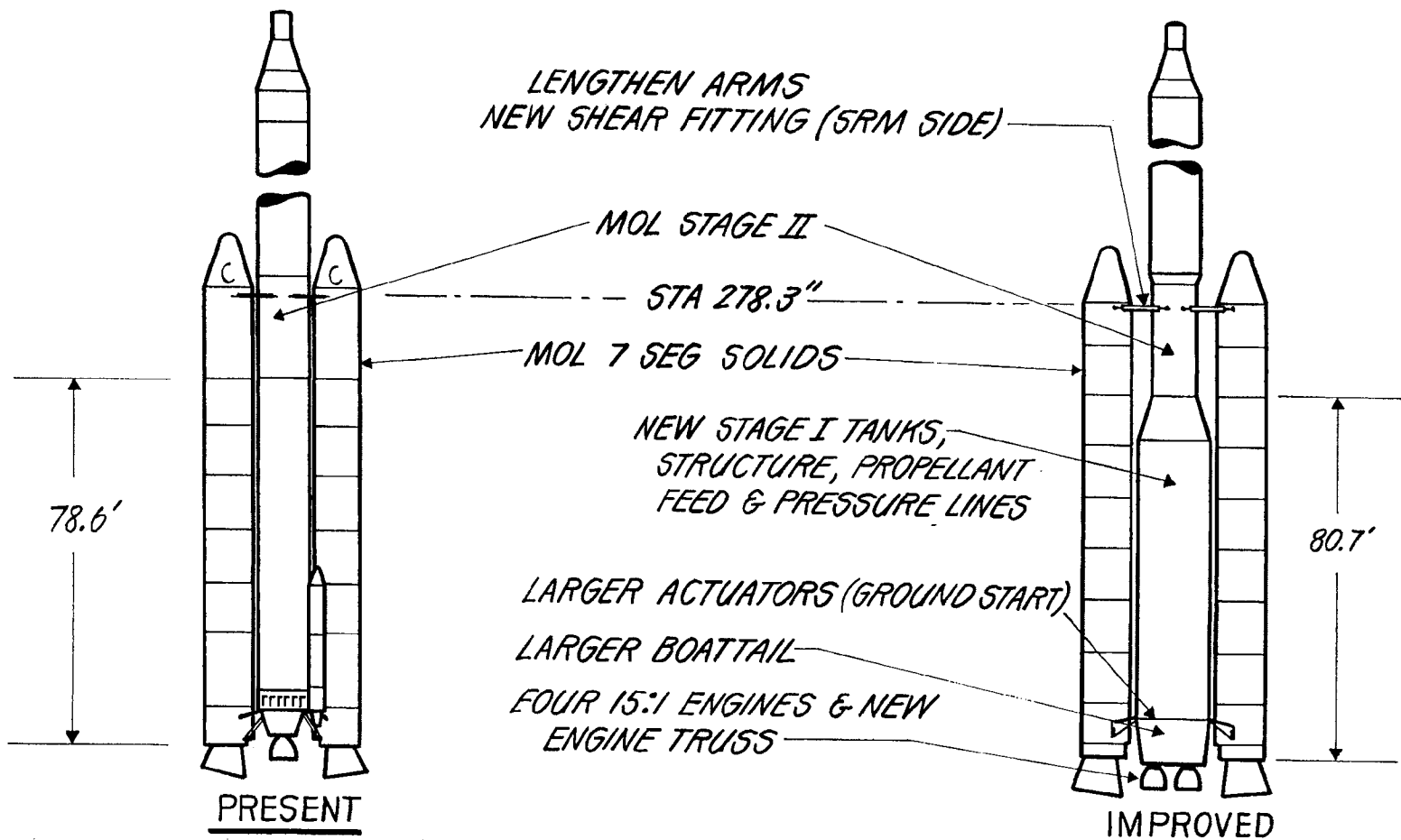
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AD 66 XXXX 00161
MAR 25 1966

MOL PERFORMANCE IMPROVEMENT PLAN

● VEHICLE CONFIGURATION



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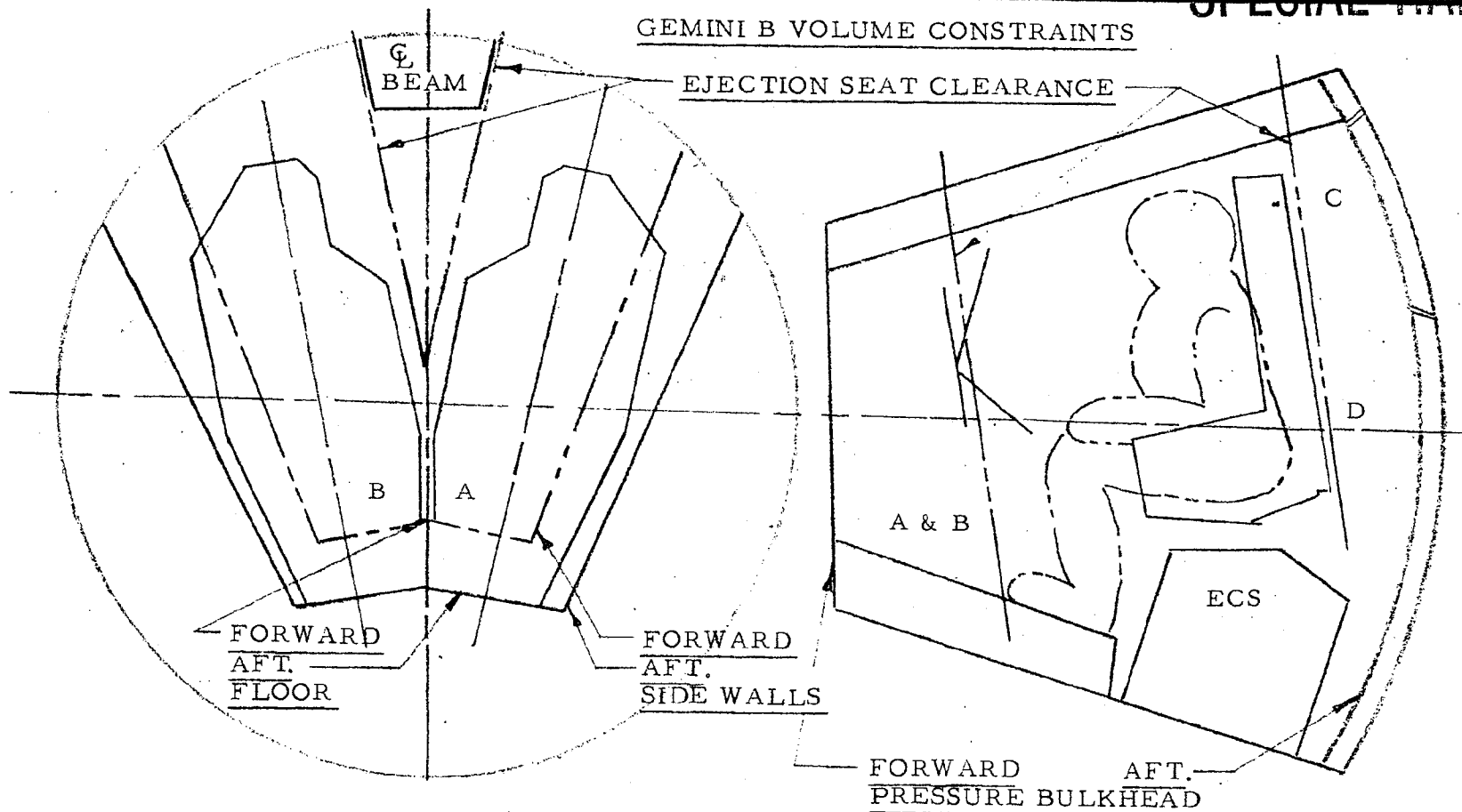
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GEMINI B DATA RETURN CAPABILITY

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GEMINI B VOLUME CONSTRAINTS



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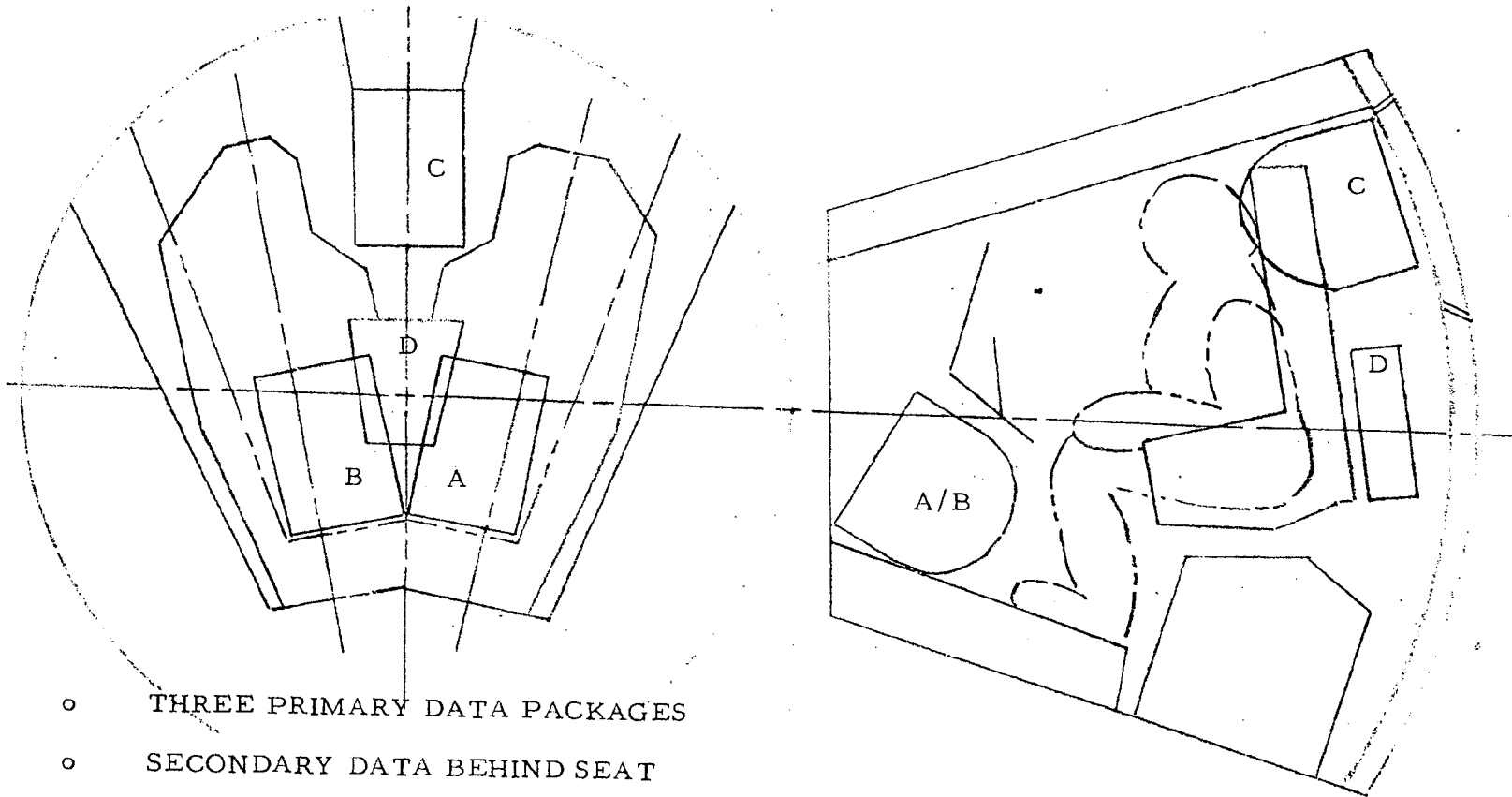
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GEMINI B DATA RETURN CAPABILITY

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- o THREE PRIMARY DATA PACKAGES
- o SECONDARY DATA BEHIND SEAT

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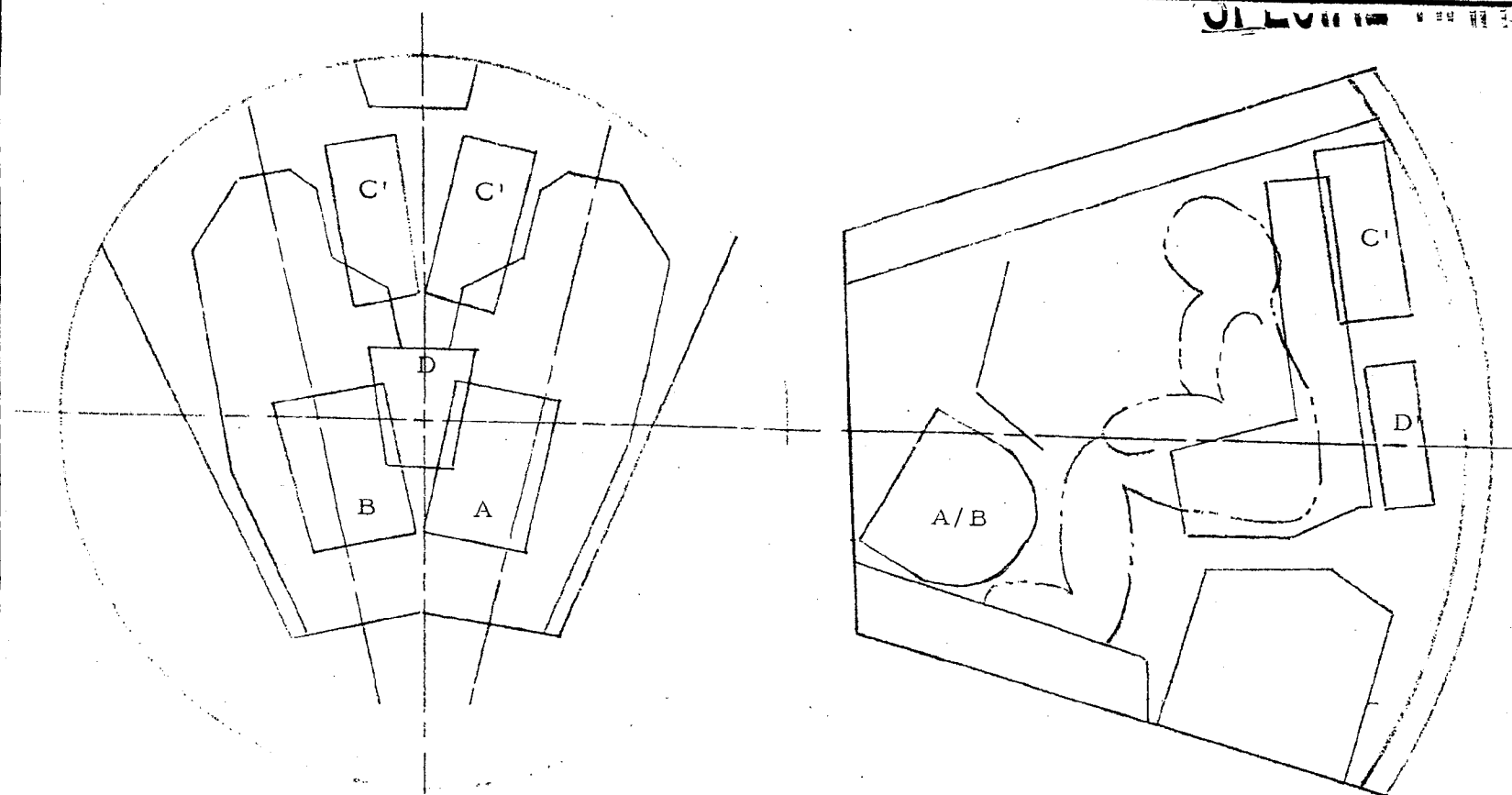


GEMINI B DATA RETURN CAPABILITY

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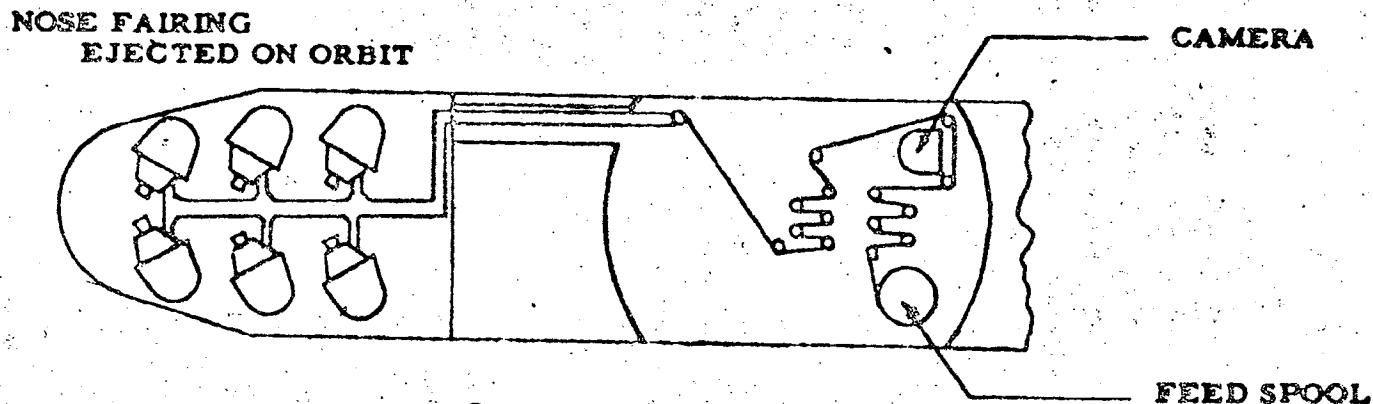
- o FOUR PACKAGES OF PRIMARY DATA
/ TWO PRIMARY SHAPES
/ TWO ALTERNATE SHAPES
- o SECONDARY DATA BEHIND SEAT

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FILM HANDLING AND RECOVERY APPROACH



REQUIREMENTS

24,000 FEET OF 9" FILM

6 RV's 33" DIAMETER (MODIFIED MARK 5) - 70 LBS FILM

STATUS

MECHANICAL ASPECTS OF FILM TRANSPORT SIMILAR TO PREVIOUS DESIGNS

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