

## CORONA PROGRAM PERFORMANCE

PROGRAM FLIGHT NUMBER	VEHICLE NUMBER	THOR NUMBER	DD 250 NUMBER	MISSION NUMBER	INSTR. TYPE	INSTR. NUMBER	SRV NUMBER	INSTR. RECEIVED AT A/P	SHIP TO BASE	WKS AT A/P	DYS AT A/P	TOTAL WEEKS UNTIL FLIGHT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSFD	RECOVERY DATE	SUMMARY
1	1022	163												2/28/59			NO CAPSULE FLU-WH
2	1018	170			D10									4/13/59			CAPSULE EJECTED OVER SPITZBERGEN 4/13/59
3	1020	174			B10									6/3/59			AGENA FAILED TO ORBIT.
4	1023	179	002	9001	C	4	102	5/5/59	5/29/59	3	3	7-2	16	6/25/59	0	NO ORBIT	AGENA FAILED TO ORBIT.
5	1029	192	004	9003	C	7	111	6/5/59	7/23/59	6	6	9-6	20	6/13/59	0.405		LOW TEMPERATURES NOT RECOVERED INSTRUMENT FAILED ON REV (1)
6	1028	200	003	9002	C	6	105	5/18/59	6/3/59	2	2	13-2	16	8/19/59	0.109		RETR. ROCKET MALFUNCTION NOT RECOVERED. INSTRUMENT FAILED ON REV. (2)
7	1051	206	006	9004	C	10	109	6/24/59	7/23/59	4	1	19-3	10	11/7/59	0	NO ORBIT	AGENA FAILURE NO ORBIT
8	1050	212	007	9005	C	9	107	7/25/59	11/7/59	15	0	16-8	10	11/20/59	0		ECCENTRIC ORBIT WRONG ALTITUDE INSTRUMENT FAILURE NOT RECOVERED
9	1052	218	006	9006	C	8	113	6/28/59	1/10/60	28	0	31-4	10	2/4/60	0	NO ORBIT	AGENA FAILED TO ORBIT.
10	1054	223	009	9007	C	13	110	12/7/59	2/4/60	8	3	10-4	10	2/19/60	0	NO ORBIT	AGENA FAILED TO ORBIT.
11	1055	214	010	9008	C	14	103	1/11/60	2/24/60	6	2	13-3	16	4/15/60	16		SPIN POCKET FAILURE NOT RECOVERED INSTRUMENT OPERATION O.K.
12	1053	DIAGNOSTIC	014	N/A	N/A									6/29/60	0	NO ORBIT	AGENA FAILED TO ORBIT. DIAGNOSTIC.
13	1057	DIAGNOSTIC	012	N/A	N/A									8/10/60	0	8/11/60	SUCCESSFUL WATER PICK-UP. DIAGNOSTIC.
14	1056	237	011	9009	C	5	101	1/23/60	3/28/60	8	4	23-0	20	8/18/60	20	8/19/60	SUCCESSFUL AIR CATCH INSTRUMENT OPERATION O.K.
15	1056	246	013	9010	C	11	106	2/22/60	8/25/60	26	3	29-1	20	9/13/60	20		VEHICLE PITCH ATTITUDE IMPROPER AT RE-ENTRY CAPSULE SUNN BEFORE RECOVERY. INSTRUMENT OPERATION O.K.
16	1061	253	015	9011	C'	16	506	6/6/60	9/17/60	14	5	20-2	20	10/26/60	0	NO ORBIT	"D" THOR MALFUNCTION AGENA FAILED TO ORBIT
17	1062	297	016	9012	C'	17	507	9/12/60	10/17/60	5	0	9-5	39	11/12/60	17 LEADER	11/14/60	SUCCESSFUL AIR CATCH PAYLOAD BROKE. T/M NO 34
18	1103	296	017	9013	C'	19	508	10/9/60	10/29/60	2	6	8-3	39	12/7/60	39	12/10/60	SUCCESSFUL AIR CATCH INSTRUMENT OPERATION O.K. T/M NO 57
19	1101	258	N/A	N/A	N/A	N/A	N/A							12/20/60	0		NO SRV INSTALLED (RM-1 PAYLOAD)
20	1104	293	018	9014A	A	3	520	10/18/60	10/21/60	9	1	17-3	39	2/17/61	39		ORBITAL PROGRAMMER FAILED AT REV. (31) INSTRUMENT FAILED STILL IN SPACE NO SHUTTER FIRING
21	1102	261	N/A	N/A	N/A	N/A	N/A							2/18/61	0		NO SRV INSTALLED (RM-2 PAYLOAD)
22	1105	300	019	9015	C'	18	509	2/21/61	3/28/61	5	0	5-2	39	3/30/61	0	NO ORBIT	AGENA FAILURE NO ORBIT T/M NO 39
23	1106	307	020	9016A	A	4	521	11/30/60	3/16/61	15	1	18-3	39	4/8/61	39		RECOVERY WAS ATTEMPTED ON REV. (31) DUE TO LOSS OF CONTROL GAS STILL IN SPACE INSTRUMENT OPERATION O.K.
24	1108	302	022	9018A	A	6	541	4/3/61	5/25/61	7	3	9-3	39	6/9/61	0	NO ORBIT	AGENA FAILURE POWER FAILURE AND GUIDANCE PROBLEM CAUSING OCEAN IMPACT.
25	1107	306	021	9017	C'	16	510	3/7/61	4/17/61	5	6	14-3	39	6/16/61	39	6/18/61	SUCCESSFUL WATER PICK-UP.
26	1109	309	023	9019	C'	20	511	10/18/60	5/15/61	29	6	37-3	39	7/7/61	28.78	7/3/61	SUCCESSFUL AIR CATCH INSTRUMENT FAILED ON REV (22)
27	1110	322	024	9020A	A	7	524	4/4/61	6/24/61	11	3	15-3	39	7/21/61	0	NO ORBIT	NO ORBIT THOR GUIDANCE DESTROYED
28	1111	309	025	9021	C'	21	512	11/13/60	5/20/61	25	6	37-3	39	8/3/61	0	NO ORBIT	AGENA GUIDANCE FAILURE
29	1112	323	027	9023	C'''	54	554	6/23/61	8/17/61	7	6	9-5	39	8/30/61	39	9/1/61	RECOVERY ON REV (32) INSTRUMENT O.K.
30	1113	310	026	9022	C'''	53	551	5/29/61	7/17/61	7	0	15-1	39	9/12/61	39	9/14/61	SUCCESSFUL AIR CATCH RECOVERY ON REV. (33)
31	1114	324	029	9024	C'''	55	552	5/22/61	8/23/61	13	2	16-5	39	9/17/61	20	NO SEPARATION	SUCCESSFUL ORBIT POWER FAILURE BEFORE RECOVERY PREVENTED THE EVENT INSTRUMENT O.K. INSTR. QUIT AT 410 CYCLE FAILURE.
32	1115	328	032	9025	C'''	56	555	8/9/61	9/14/61	5	1	9-2	39	10/13/61	12.4	10/14/61	SUCCESSFUL AIR CATCH SUSPECT AGENA POWER PROBLEMS LEAD TO ATTEMPT RECOVERY ON REV. (41)
33	1116	329	028	9026	C'	22	513	3/16/61	7/20/61	18	0	31-4	39.5	10/23/61	0	NO ORBIT	SECOND STAGE (AGENA) FAILED WENT INTO SEA AFTER TAKE-OFF
34	1117	330	033	9027	C'	24	553	5/22/61	9/26/61	18	4	23-6	39	11/5/61	39		SUCCESSFUL ORBIT DUE TO GAS VALVE FAILURE, NO RECOVERY MADE STILL IN SPACE INSTRUMENT OPERATION O.K.
35	1118	326	037	9028	C'	25	523	8/30/61	10/18/61	7	0	11-0	39	11/15/61	13	11/16/61	ONE DAY OPERATION DUE TO SHORTAGE OF CONTROL GAS INSTRUMENT OPERATION O.K. RECOVERY BUCKET RE-USED.
36	1119	325	039	9029	C'''	52	525	11/10/61	11/27/61	2	3	4-4	33.2	12/12/61	38.2	12/16/61	SUCCESSFUL ORBIT RECOVERED ON REV (64) SUCCESSFUL WATER PICK-UP. INSTRUMENT OPERATION O.K.
37	1120	327	040	9030	C'''	57	571	11/16/61	12/19/61	4	8	6-2	38.6	1/13/62	0	NO ORBIT	AGENA FAILURE NO ORBIT

Declassified and Released by the NRO

In Accordance with E. O. 12958

on NOV 26 1997

REGARDING DOD DIR 5000.10 DOES NOT APPLY

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PROG FLY NO	VEH NO	THOR NO	DD 250 NO	MISS'N NO	VSTR TYPE	INSTR. NO.	SRV NO	T/M NO.	S/I NO.	S/I T/U CASS'T	SUPPLY CASS'T	MAIN T/U CASS'T	DRCG NO.	INSTR REC'D AT A/P	SHIP TO BASE	WKS-DYS AT A/P	TOTAL WEEKS UNFIL FLIGHT	POUNDS PAYLOAD WEIGHT FLOW'N	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF.	NO. OF C.BITS	RECOVERY DATE	SUMMARY
38	1123	241	041	9031	CM-1	70-71	581	57	74	N/A	N/A	70-71	7	1/3/62	2/16/62	6-2	7-6	376 - 375	2/27/62	751	65	3/3/62	SUCCESSFUL ORBIT. INSTR OK. F/C FAILED FULLY. SPOOLS OF P/L AIR SNATCH OK. INSTR OK. F/C FAILED FULLY. SPOOLS OF P/L
39	1124	331	042	9032	CM-2	72-73	584	53	NONE	N/A	N/A	72-73	1	1/5/62	4/5/62	12-6	14-4	384 - 378	4/17/62	450	33	4/20/62	SUCCESSFUL ORBIT. AIR CATCH. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
40	1125	333	043	9033	CM-3	74-75	586	52	70	N/A	N/A	74-75	6	1/26/62	4/11/62	10-5	13-1	391 - 391	4/28/62	688	64	---	SUCCESSFUL ORBIT. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
41	1126	334	044	9034	A-5	A	582	58	N/A	N/A	N/A	N/A	13	5/26/61	4/25/62	47-4	50-3	394	5/15/62	394	63	5/19/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
42	1129	336	045	9035	CM-4	76-77	585	55	62	N/A	N/A	76-77	9	2/16/62	5/13/62	12-2	14-4	397 - 395	5/29/62	792	49	6/1/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
43	1127	335	046	9036	CM-5	78-79	583	44	76	N/A	N/A	78-79	8	3/1/62	5/21/62	11-4	13-1	406 - 405	6/1/62	811	0	---	SUCCESSFUL ORBIT. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
44	1128	339	047	9037	CM-6	80-81	591	48	86	N/A	N/A	84-85	10	3/21/62	5/30/62	10-0	13-2	401 - 402	6/22/62	803	50	6/25/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
45	1151	340	048	9038	CM-7	84-85	592	50	80	N/A	N/A	96-97	3	3/20/62	6/13/62	12-1	14-2	401 - 399	6/27/62	800	63	7/1/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
46	1130	342	049	9039	CM-8	90-91	593	59	90	N/A	N/A	88-89	13	4/11/62	6/20/62	10-0	14-2	402 - 402	7/20/62	197	33	7/22/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
47	1131	347	050	9040	CM-9	82-83	594	56	86	N/A	N/A	86-87	16	4/19/62	7/3/62	10-5	14-1	394 - 393	7/27/62	78.7	65	7/31/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
48	1152	344	051	9014	CM-10	88-89	595	60	94	N/A	N/A	94-95	5	4/30/62	7/17/62	11-1	13-2	395 - 394	8/1/62	78.9	65	8/5/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
49	1153	348	052	9044	CM-11	92-93	596	58	84	N/A	N/A	102-103	19	5/19/62	8/24/62	13-6	14-3	394 - 393	8/28/62	78.7	65	9/1/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
50	1132	349	054	9042	A-10	A	600	63	N/A	N/A	N/A	N/A	202	6/22/62	8/6/62	6-3	10-1	363	9/1/62	383	65	---	SUCCESSFUL INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
51	1133	350	055	9043	CM-12	94-95	597	65	100	N/A	N/A	98-99	4	5/16/62	9/1/62	15-3	17-5	402 - 402	9/17/62	44.2	17	9/18/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
52	1154	351	056	9045	CM-13	96-97	598	64	D-3	N/A	N/A	104-105	11	6/20/62	9/13/62	12-1	14-3	396 - 395	9/29/62	66.0	49	10/2/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
53	1134	352	057	9046	A-9	A	603	66	N/A	N/A	N/A	N/A	10	3/31/62	9/30/62	26-1	27-3	383	10/9/62	38.3	65	10/13/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
54	1401				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10/26/62	N/A	N/A	---	DEEP PROBE RADIATION.
55	1136	367	058	9047	CM-14	98-99	599	54	D-5	N/A	N/A	106-107	24	6/25/62	10/23/62	17-1	19-0	398 - 396	11/5/62	79.4	65	11/9/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
56	1135	353	059	9048	CM-15	100-101	601	62	D-7	N/A	N/A	100-101	23	7/10/62	11/12/62	17-6	19-4	394 - 394	11/24/62	78.8	81	11/29/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
57	1155	361	060	9049	CM-16	86-87	606	56	D-2	N/A	N/A	116-117	17	9/19/62	11/24/62	9-3	10-6	396 - 399	12/4/62	67.0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
58	1156	368	061	9050	CM-17	102-103	607	70	D-4	N/A	N/A	114-115	18	8/13/62	12/7/62	16-4	17-4	397 - 396	12/14/62	79.3	64	12/16/62	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
59	1157	369	063	9051	CM-18	104-105	608	69	D-8	N/A	N/A	108-109	21	10/23/62	12/20/62	8-2	10-6	391 - 390	1/7/63	78.1	64	1/11/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
60	1159	370	064	9052	CM-20	108-109	610	67	D-6	N/A	N/A	120-121	12	12/8/62	2/13/63	9-3	12-1	393 - 395	2/28/63	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
61	1164	360	065	8001	L-1	03	612	70	S-2	T/L-1	N/A	6	303	1/27/62	3/5/63	14-0	15-6	72.2	3/18/63	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
62	1160	376	066	9053	CM-19	106-107	609	60	D-10	N/A	N/A	118-119	22	9/21/62	2/25/63	22-3	27-2	388 - 388	4/1/63	66.7	49	4/4/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
63	1411	372	067	9055	A-12	A	605	54	N/A	N/A	N/A	N/A	205	1/10/63	4/10/63	12-6	15-1	383	4/26/63	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
64	1165	364	069	8002	L-2	05	613	58	S-3	T/L-2	N/A	4	302	2/26/63	4/14/63	6-5	11-4	72.9	5/18/63	0	33	5/20/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
65	1161	362	068	9054	M-21	112-113	616	68	D-9	N/A	N/A	110-111	26	12/7/62	4/13/63	18-1	26-5	395 - 392	6/12/63	78.7	65	6/16/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
66	1166	381	070	9056	M-22	110-111	611	62	D-11	N/A	N/A	130-131	20	4/15/63	6/1/63	6-5	10-2	395 - 394	6/26/63	78.9	65	6/30/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
67	1412	388	071	9057	M-23	120-121	624	55	DJ2	T/U-12	N/A	128-129	14	5/1/63	6/16/63	6-4	11-2	391 - 391	7/18/63	78.2	64	7/22/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
68	1167	382	072	8003	L-3	01	614	68	S-4	T/L-6	N/A	7	304	3/7/63	7/8/63	17-4	20-5	79.1	7/30/63	19.8	32	8/1/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
69	1162	377	073	1001	J-1A	114-115	615	65	D-14	T/U-13	S/C-3	T-5	402	4/1/63	8/3/63	17-5	20-5	81.5	8/24/63	81.5	64	8/28/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
	1162	377	073	1001	J-1B	114-115	617	01	D-16	T/U-10	S/C-3	T-4	402	4/1/63	8/3/63	17-5	20-5	81.5	8/24/63	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
70	1159	394	074	9058	A-11	A	604	64	N/A	N/A	N/A	N/A	203	9/3/62	8/2/63	17-5	51-4	36.9	8/29/63	38.9	65	9/2/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
71	1163	383	075	1002	J-2A	116-117	619	69	D-18	T/J-4	S/C-4	T-3	404	4/24/63	8/27/63	17-6	21-5	81.7	9/23/63	81.0	49	9/26/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
	1163	383	075	1002	J-2B	116-117	620	60	D-13	T/J-13	S/C-4	T-6	404	4/24/63	8/27/63	17-6	21-5	82.5	9/23/63	0	165	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
72	1601	386	079	9059	A-6	A	602	50	N/A	N/A	N/A	N/A	204	2/21/61	10/8/63	136-6	139-6	40.1	10/29/63	40.1	65	11/3/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
73	1171	400	078	9060	M-24	128-129	632	48	D-27	T/J-12	N/A	T-23	504	8/10/63	10/30/63	11-4	13-0	78.7	11/9/63	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
74	1172	406	080	9061	M-25	134-135	637	75	D-26	T/J-21	N/A	T-29	25	9/27/63	11/18/63	7-4	8-5	37.9 - 37.8	11/27/63	75.7	81	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
75	1168	398	081	9062	M-26	130-131	642	61	D-34	T/J-10	N/A	T-24	306	10/24/63	11/27/63	4-6	8-2	38.4 - 38.6	12/21/63	77.0	81	12/26/63	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
76	1174	389	034	1004	J-5A	124-125	629	64	D-29	T/U-20	S/C-7	T-39	505	6/25/63	2/1/64	21-4	33-4	79.0	2/15/64	79.0	49	2/18/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
	1174	389	084	1004	J-5B	124-125	628	65	D-42	T/J-6	S/C-7	T-10	505	6/25/63	2/1/64	31-4	33-4	79.2	2/15/64	79.2	112	2/22/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
77	1175	396	088	1003	J-6A	126-143	631	105	D-36	T/J-17	S/C-8	T-17	506	7/26/63	3/6/64	32-0	34-4	78.7	3/24/64	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK
	1175	396	088	1003	J-6B	126-143	630	103	D-31	T/J-18	S/C-8	T-18	506	7/26/63	3/6/64	32-0	34-4	78.9	3/24/64	0	0	---	SUCCESSFUL AIR RECOVERY. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK. INSTRUMENT OR GUIDANCE SYSTEM OPERATION OK

## CORONA PROGRAM PERFORMANCE

PROG FLT NO	VEH NO	THOR NO	DD 230 NO	MICRO NO	INSTR TYPE	INSTR NO.	SRV NO.	T/M NO.	S/I NO.	S/I T/U CASST	SUPPLY CASS.	MAIN T/U CASST	ORIG NO.	INSTR RECD A/P	SHIP TO BASE	WKG-DYB BY A/P	TOTAL WEEKS UNTIL FLT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF	NO OF ORBITS TO RECY	RECOVERY DATE	SUMMARY
78	1604	395	093	1005	J-8A	146-147	618	120	D-28	T/J-24	S/C-10	T-15	513	1/16/64	4/10/64	12-0	14-3	78.4	4/27/64	0	0	—	SUCCESSFUL LAUNCH & ORBIT. NO POWER FROM AGENA DUE TO PYRO BUS FAILURE. SLAVE INSTR FAILED DUE TO FILM MATERIAL BREAKAGE.
	1604	395	093	1005	J-8B	146-147	635	121	D-40	T/J-26	S/C-10	T-26	513	1/16/64	4/10/64	12-0	14-3	78.4	4/27/64	0	0	—	SUCCESSFUL AIR RECOVERY. SECOND DOOR STUCK FOR 2 ORBITS. INSTRUMENT OPERATION GOOD.
79	1176	403	094	1006	J-9A	148-149	638	107	D-45	T/J-14	S/C-11	T-21	508	1/27/64	4/26/64	12-5	18-2	78.5	6/4/64	78.5	65	6/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1176	403	094	1006	J-9B	148-149	639	104	D-49	T/J-30	S/C-11	T-30	508	1/27/64	4/26/64	12-5	18-2	78.5	6/4/64	78.5	128	6/12/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
80	1606	408	096	9065	A-21	21	661	61	N/A	N/A	N/A	N/A	525	3/5/64	6/2/64	12-5	14-2	39.6	6/13/64	39.6	96	6/19/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 60-70%.
81	1609	410	095	1007	J-7A	144-145	634	102	D-43	T/J-11	S/C-9	T-11	509	12/30/63	5/13/64	19-1	24-3	80.1	6/19/64	80.1	65	6/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. RESOLUTION GOOD.
	1609	410	095	1007	J-7B	144-145	633	110	D-54	T/J-16	S/C-9	T-16	509	12/30/63	5/13/64	19-1	24-3	78.9	6/19/64	78.9	128	6/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
82	1177	404	097	1008	J-10A	150-151	640	109	D-48	T/J-18	S/C-12	T-31	514	2/27/64	5/19/64	11-4	19-0	80.1	7/10/64	80.1	49	7/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1177	404	097	1008	J-10B	150-151	641	112	D-33	T/J-9	S/C-12	T-14	514	2/27/64	5/19/64	11-4	19-0	80.2	7/10/64	80.2	112	7/17/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
83	1608	413	098	1009	J-12A	154-155	646	136	D-86	T/U-23	S/C-18	T-37	517	3/30/64	6/26/64	12-4	18-2	79.2	8/5/64	69.5	49	8/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. AGENA BEACON PROBLEM.
	1608	413	098	1009	J-12B	154-155	647	116	D-38	T/J-34	S/C-15	T-34	517	3/30/64	6/26/64	12-4	18-2	79.4	8/5/64	79.4	128	8/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
84	1603	412	099	9066A	A-22	22	667	71	N/A	N/A	N/A	N/A	526	4/9/64	8/4/64	19-0	20-3	39.4	8/21/64	39.4	96	8/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 60%.
85	1178	405	100	1010	J-11A	152-153	644	113	D-41	T/J-27	S/C-26	T-27	510	3/12/64	7/14/64	17-5	26-3	80.5	9/14/64	80.5	65	9/18/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1178	405	100	1010	J-11B	152-153	652	118	D-44	T/J-39	S/C-26	T-44	510	3/12/64	7/14/64	17-5	26-3	81.5	9/14/64	81.5	144	9/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
86	1170	421	105	1011	J-03A	160-161	653	119	D-30	T/U-22	S/C-16	T-49	518	5/25/64	8/21/64	12-1	18-2	78.9	10/5/64	80.0	65	10/9/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. BROUKE CHUTE FAILED.
	1170	421	105	1011	J-03B	160-161	654	131	D-37	T/J-8	S/C-16	T-20	518	5/25/64	8/21/64	12-1	18-2	78.7	10/5/64	69.3	—	—	VEH BATTERY ENGAGED TO 185 VOLTS. ATTEMPTED RECY ON 112 REVOLUTIONS, NO SEPARATION FROM AGENA. SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. BEACON PROBLEM ON AGENA. S/I FAILURE.
87	1179	418	107	1012	J-13A	156-157	651	117	D-51	T/U-20	S/C-5	T-43	507	3/30/64	7/30/64	17-3	28-5	79.7	10/17/64	69.3	49	10/20/64	GUIDANCE PROBLEM ON AGENA REQUIRING LIFEBOAT RECY. 4% PAYLOAD RETRIEVED. WATER IMPACT DUE TO WEATHER.
	1179	418	107	1012	J-13B	156-157	645	114	D-46	T/J-32	S/C-5	T-32	507	3/30/64	7/30/64	17-3	28-5	79.7	10/17/64	38.5	81	10/22/64	SUCCESSFUL AIR RECY. INSTR. FAILED ON PASS #15. 415 CYCLES UNPROGRAMMED ON REV 1 S/I OPER NORMAL.
88	1173	420	108	1013	J-15A	158-159	656	127	D-52	T/U-27	S/C-20	T-55	519	4/17/64	9/16/64	21-5	28-3	79.2	11/2/64	59.4	65	11/6/64	SUCCESSFUL AIR RECOVERY. MISSION TERMINATED ON PASS #10. 4% S/I OPERATION NORMAL.
	1173	420	108	1013	J-15B	158-159	657	133	D-47	T/J-26	S/C-20	T-40	519	4/17/64	9/16/64	21-5	28-3	79.1	11/2/64	0	81	11/7/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. NO FAILURES IN SYSTEM.
89	1180	416	110	1014	J-16A	162	659	128	D-53	T/J-2	S/C-21	T-7	520	6/4/64	10/26/64	20-4	23-6	79.1	11/18/64	80.0	81	11/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. NO FAILURES IN SYSTEM.
	1180	416	110	1014	J-16B	162	660	132	D-50	T/J-33	S/C-21	T-12	520	8/14/64	11/4/64	11-5	13-5	79.4	11/18/64	78.0	145	11/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. NO FAILURES IN SYSTEM.
90	1607	424	111	1015	J-17A	138	662	129	D-61	T/J-25	S/C-22	T-33	524	9/30/63	11/16/64	59-0	63-6	78.9	12/19/64	76.0	81	12/24/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. AFTER (5) DAYS MISSION (DROUKE CHUTE FAILED ON 8).
	1607	424	111	1015	J-17B	141	663	140	D-58	T/J-38	S/C-22	T-38	524	11/05/63	11/16/64	52-1	57-0	79.0	12/19/64	68.7	175	12/30/64	SUCCESSFUL AIR RECY. DE ACTIVATED FOR 3 DAYS (IN TIME). EARLY RECY DUE TO PYRO BATTERY PROBLEM ON AGENA.
91	1608	414	112	1016	J-10A	132	665	135	D-55	T/U-21	S/C-23	T-47	523	9/6/63	11/24/64	63-3	70-6	78.7	1/15/65	77.7	81	1/20/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. ZERO DEFECTS ON THIS MISSION.
	1608	414	112	1016	J-10B	133	666	106	D-59	T/J-28	S/C-23	T-28	523	9/6/63	11/24/64	63-3	70-6	78.5	1/15/65	78.5	159	1/25/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. ZERO DEFECTS.
92	1611	432	119	1017	J-14A	140	623	109	D-21	T/J-23	S/C-24	T-25	531	1/15/63	12/21/64	57-2	66-5	79-6	2/25/65	81.2	81	3/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. ZERO DEFECTS.
	1611	432	119	1017	J-14B	165	625	112	D-60	T/J-25	S/C-24	T-2	531	6/17/64	12/21/64	57-2	66-5	78.7	2/25/65	75.7	145	3/6/65	SUCCESSFUL AIR RECOVERY. S/I FAILURE (METERING) YAW PROGRAMMETER FAILURE ON REV 88. CAPPING SHUTTER FAILURE.
93	1612	429	115	1018	J-19A	122	660	136	D-20	SP-1	S/C-27	T-51	530	5/20/63	1/13/65	35-0	45-1	79.0	3/25/65	80.5	66	3/29/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. YAW PROGRAMMETER FAILURE, EFFECTING BOTH INSTR.
	1612	429	115	1018	J-19B	123	669	108	D-22	T/J-44	S/C-27	T-54C	530	3/20/63	1/13/65	35-0	45-1	78.7	3/25/65	77.2	99	3/31/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
94	1614	437	118	1019	J-04A	118	626	138	D-39	T/U-26	S/C-6	T-53	512	5/8/63	1/28/65	90-1	103-1	78.1	4/29/65	76.6	80	5/4/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1614	437	118	1019	J-04B	119	627	139	D-19	T/J-50	S/C-6	T-60C	512	5/8/63	1/28/65	90-1	103-1	78.1	4/29/65	79.6	143	—	NO RECOVERY DUE TO MALFUNCTION OF VEHICLE RECOVERY COMMAND SYSTEM PROGRAMMING.
95	1615	436	121	1021	J-21A	166	674	134	D-63	T/J-45	S/C-32	T-59C	529	11/18/64	4/29/65	23-1	25-6	77.9	5/18/65	75.4	81	5/23/65	SUCCESSFUL AIR RECOVERY. S/I FAILED ON 79th REV. PAIR INSTRUMENT OPERATION NORMAL.
	1615	436	121	1021	J-21B	167	670	111	D-25	T/J-48	S/C-32	T-58C	529	11/18/64	4/29/65	23-1	25-6	78.5	5/18/65	61.9	161	5/28/65	SUCCESSFUL AIR RECOVERY. PAYLOAD IN NO. 1 INSTR. GONE OUT OF TAILS BECAUSE OF TORN FILM CAUSING INSTR FAILURE.
96	1613	444	132	1020	J-20A	136	672	1011	D-67	T/J-13	S/C-28	T-13	501	11/13/64	3/15/65	17-3	29-5	78.3	6/9/65	77.9	97	6/15/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1613	444	132	1020	J-20B	137	673	107	D-62	T/J-40	S/C-28	T-48	501	11/13/64	3/15/65	17-3	29-5	78.2	6/9/65	28.0	113	6/16/65	TYPE 12) REGULATOR FAILED ON AGENA CAUSING COMPLETE LOSS OF GUIDANCE. RECOVERED BY LIFEBOAT.
97	1617	446	133	1022	J-22A	168	684	119	D-65	T/J-47	S/C-33	T-61C	518	12/28/64	5/17/65	20-0	29-0	78.9	7/19/65	81.2	65	7/23/65	SUCCESSFUL AIR RECOVERY. ZERO DEFECTS FOR A/P.
	1617	446	133	1022	J-22B	169	658	129	D-24	T/J-46	S/C-33	T-56C	518	12/28/64	5/17/65	20-0	28-0	78.3	7/19/65	78.7	144	7/26/65	SUCCESSFUL AIR RECOVERY. CYCLE COUNTER ON #2 INSTRUMENT INTERMITTENT.
98	1618	449	134	1023	J-23A	170	621	113	D-17	T/J-43	S/C-31	T-57C	522	1/20/65	8/9/65	18-6	28-5	78.9	8/17/65	79.9	81	8/22/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1618	449	134	1023	J-23B	171	649	114	D-60	T/J-37	S/C-31	T-42	522	1/20/65	8/9/65	18-6	28-5	78.3	8/17/65	67.7	144	8/26/65	SUCCESSFUL AIR RECY. INSTR. INT. INTERMITTENT. RECY IN A/P. COMMAND BOX PROBABLE CAUSE.
99	1602	401	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9/1/65	N/A	N/A	N/A	N/A	COMPLETE RP VEH. NO A/P RANGE SAFETY DESTROYED. THOR AT T. 57 SECONDS.
100	1619	458	136	1024	J-24A	172	622	1005	D-89	T/U-19	S/C-34	T-41	515	3/2/65	8/10/65	23-0	29-1	80.1	9/22/65	81.5	81	9/27/65	SUCCESSFUL AIR RECOVERY. LOW PERIOD ORBIT DUE TO BOOSTER. INSTRUMENT OPERATION GOOD.
	1619	458	136	1024	J-24B	173	643	118	D-64	T/U-24	S/C-34	T-50	515	3/2/65	8/10/65	23-0	29-1	80.2	9/22/65	79.8	161	10/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.

## CORONA PROGRAM PERFORMANCE

PROG FLT NO	VEH NO	THOR NO	DD 250 NO	MISSN NO	INSTR TYPE	INSTR NO	SRV NO	T/M NO	S/I NO	S/I T/U, CASS'T	SUPPLY CASS'T	MAIN T/U CASS'T	DRCG NO	INSTR RECD A/P	SHIP TO BASE	WKS-DYS AT A/P	TOTAL WEEKS UNTIL FLT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF	NO OF ORBITS TO RECY	RECOVER DATE	SUMMARY
101	1616	433	138	1025	JX-28A	142	650	115	0-73	TU-18	S/C-30	T-45	521	12/11/63	9/16/65	92-1	94-6	78.9	10/5/65	78.8	81	10/10/65	SUCCESSFUL AIR RECOVERY OPERATION NORMAL
	1616	433	138	1025	JX-28B	127	636	130	0-70	TJ-42	S/C-30	T-36	521	7/26/63	9/16/65	114-5	117-3	78.9	10/5/65	78.8	161	10/15/65	SUCCESSFUL AIR RECOVERY ANOMALOUS DEPLOYMENT OF MAIN EMUTE
102	1620	439	139	1026	J-25A	174	701	1001	0-73	TJ-78	S/C-35	T-65C	502	4/30/65	10/1/65	22-1	26-0	78.6	10/28/65	78.6	81	11/2/65	SUCCESSFUL AIR RECOVERY, INTERMITTANT C.F. SWITCH OPERATION
	1620	439	139	1026	J-25B	175	702	1002	0-72	TJ-62	S/C-35	T-62C	502	4/30/65	10/1/65	22-1	26-0	78.5	10/28/65	77.8	160	11/7/65	SUCCESSFUL AIR RECOVERY, NO HAD STICKY SHUTTER
103	1621	448	140	1027	JX-27A	163	648	140	0-71	TJ-19	S/C-29	T-19	532	6/4/64	10/25/65	57-6	64-5	78.8	12/9/65	55.0	17	12/10/65	SUCCESSFUL AIR RECOVERY INSTR OPERATION NORMAL. VEH. D/TIMER SW FAILURE. LIFEBOAT RECOVERY
	1621	448	140	1027	JX-27B	164	655	141	0-68	TJ-41	S/C-29	T-22	532	6/17/64	10/25/65	56-0	66-4	78.8	12/9/65	0	33	12/11/65	SUCCESSFUL AIR RECOVERY. NO INSTR OPERATION LIFEBOAT RECOVERY
104	1610	451	141	1028	J-26A	176	703	1003	0-77	TJ-7	S/C-37	T-67C	535	5/26/5	12/2/65	29-1	30-2	78.6	12/24/65	60.3	81	12/29/65	SUCCESSFUL AIR RECOVERY. INSTR OPERATION PERFECT.
	1610	451	141	1028	J-26B	177	704	1004	0-74	TJ-64	S/C-37	T-64C	535	5/26/5	12/2/65	29-1	30-2	79.3	12/24/65	77.6	144	1/2/66	SUCCESSFUL AIR RECOVERY INSTR. 2000ms TIMING INTERMITTENT. OTHERWISE ZERO DEFECTS
105	1623	450	142	1029	J-27A	178	705	1010	0-79	TJ-35	S/C-36	T-69C	540	5/28/5	12/16/65	28-6	31-2	79.9	2/2/66	79.9	81	2/7/66	SUCCESSFUL AIR RECOVERY. ZERO DEFECTS
	1623	450	142	1029	J-27B	179	706	1006	0-76	TJ-66	S/C-36	T-66C	540	5/28/5	12/16/65	28-6	31-2	79.8	2/2/66	79.8	160	2/12/66	SUCCESSFUL AIR RECOVERY. SI NON OPERATIONAL BETWEEN REV B1 THROUGH 133
106	1622	452	143	1030	J-29A	182	709	1009	0-94	TJ-73	S/C-39	T-71C	533	7/2/65	1/24/66	29-3	35-5	79.1	3/9/66	80.2	81	3/14/66	SUCCESSFUL AIR RECOVERY. STEPPER SWITCH PROBLEM INSTRUMENT OPERATION NORMAL
	1622	452	143	1030	J-29B	183	710	1012	0-82	TJ-70	S/C-39	T-68C	533	7/2/65	1/24/66	29-3	35-5	79.9	3/9/66	78.8	159	3/19/66	SUCCESSFUL AIR RECOVERY. SAME STEPPER PROBLEM INSTRUMENT OPERATION NORMAL
107	1627	474	146	1031	J-30A	184	711	102	0-83	TJ-81D	S/C-42	T-81D	537	9/21/65	3/2/66	23-1	28-2	79.7	4/7/66	81.0	113	4/14/66	SUCCESSFUL AIR RECOVERY FIRST 7 DAY MISSION BLOSSOM T/M BATTERY FAILURE IMPACT 95 MI LONG
	1627	474	146	1031	J-30B	185	712	130	0-86	TJ-65	S/C-42	T-78C	537	9/21/65	3/2/66	23-1	28-2	79.9	4/7/66	39.8	177	4/18/66	SUCCESSFUL AIR RECOVERY. SLAVE CAMERA FAILED DURING C.B.W.
108	1625	465	149	1032	J-28A	180	707	1007	0-81	TJ-67	S/C-38	T-73C	534	7/9/65	4/5/66	38-4	42-4	80.0	5/3/66	0	0	----	FAILED TO ACHIEVE ORBIT
	1625	465	149	1032	J-28B	181	708	1008	0-80	TJ-5	S/C-38	T-70C	534	7/9/65	4/5/66	38-4	42-4	79.5	5/3/66	0	0	----	FAILED TO ACHIEVE ORBIT.
109	1630	469	150	1033	J-33A	194	717	1017	0-91	TJ-87D	S/C-45	T-87D	543	11/9/65	5/5/66	25-2	27-6	79.6	5/23/66	82.0	82	5/28/66	SUCCESSFUL AIR RECOVERY INSTR OPERATION NORMAL
	1630	469	150	1033	J-33B	195	718	107	0-84	TJ-84	S/C-45	T-84C	543	11/9/65	5/5/66	25-2	27-6	79.7	5/23/66	77.3	176	6/3/66	SUCCESSFUL AIR RECOVERY INSTR OPERATION NORMAL
110	1626	466	153	1034	J-31A	186	713	1013	0-85	TJ-77B	S/C-41	T-77D	538	10/6/65	5/18/66	27-4	32-3	79.7	6/21/66	79.6	81	6/26/66	SUCCESSFUL AIR RECOVERY V/M PROGRAMMER FAILURE. PMU GAS LEAK OUT BY REV 30
	1626	466	153	1034	J-31B	187	714	1014	0-87	TJ-74	S/C-41	T-74C	538	10/6/65	5/18/66	27-4	32-3	79.7	6/21/66	79.3	161	7/1/66	SUCCESSFUL AIR RECOVERY. FLASHING LIGHT FAILURE.
111	1631	50E	154	1036	J-32A	190	715	1015	0-89	TJ-83D	S/C-43	T-83D	511	10/27/65	8/1/66	39-4	40-6	79.5	8/9/66	80.1	115	8/16/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD
	1631	50E	154	1036	J-32B	191	716	1016	0-88	TJ-80	S/C-43	T-80C	511	10/27/65	8/1/66	39-4	40-6	79.3	8/9/66	78.2	212	8/22/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD
112	1628	477	164	1035	J-36A	182	723	118	0-95	TJ-75D	S/C-40	T-75D	607	1/26/66	6/21/66	20-6	33-6	79.8	9/20/66	78.9	81	9/25/66	SUCCESSFUL AIR CATCH INSTR. OPERATION NORMAL. NEW OPS SELECTION CAPABILITY AND O.S.F.G.
	1628	477	164	1035	J-36B	189	724	127	0-96	TJ-72	S/C-40	T-72C	607	1/26/66	6/21/66	20-6	33-6	79.8	9/20/66	80.6	160	9/30/66	SUCCESSFUL AIR CATCH. V/M PROGRAMMER FAILED ON REV 157
113	1632	507	178	1037	J-38A	198	727	102	0-101	TJ-101D	S/C-46	T-99E	544	6/30/65	10/3/66	17-4	18-5	79.7	11/8/66	79.4	66	11/12/66	SUCCESSFUL AIR RECOVERY. 3RD INTERIM PHASE II, SECOND PG. B SECOND THRUAD LAUNCH.
	1632	507	178	1037	J-38B	199	728	135	0-106	TJ-89	S/C-46	T-96F	544	6/30/66	10/3/66	17-4	18-5	78.4	11/8/66	78.2	195	11/20/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
114	1629	495	184	1038	J-34A	192	719	115	0-93	TJ-85D	S/C-44	T-85D	542	12/3/65	1/10/67	57-4	58-1	81.0	1/14/67	80.3	81	1/19/67	SUCCESSFUL AIR RECOVERY INSTRUMENT OPERATION NORMAL. HIGH SYSTEM TEMP. MIP 80
	1629	495	184	1038	J-34B	193	720	134	0-90	TJ-82	S/C-44	T-82C	542	12/3/65	1/10/67	57-4	58-1	80.8	1/14/67	81.5	193	1/26/67	SUCCESSFUL AIR RECOVERY INSTRUMENT OPERATION NORMAL. M.I.P. 80. TEMP. NORMAL. MIP 80 3 SYSTEM
115	1635	493	196	1039	J-39A	206	729	1001	0-103	TJ-79D	S/C-51	T-79D	602	4/8/66	2/16/67	44-5	44-11	80.3	2/22/67	80.76	81	2/27/67	SUCCESSFUL AIR RECOVERY INSTRUMENT OPERATION NORMAL. HIGH SYSTEM TEMP. M.I.P. 85
	1635	493	196	1039	J-39B	207	730	1010	0-100	TJ-76	S/C-51	T-76C	602	4/8/66	2/16/67	44-5	44-11	79.9	2/22/67	79.44	177	3/5/67	SUCCESSFUL AIR RECOVERY INSTRUMENT OPERATION NORMAL. NORMAL SYSTEM TEMP. M.I.P. 85
116	1636	501	200	1040	J-35A	196	721	136	0-78	TJ-89D	S/C-47	T-89D	539	12/17/65	3/26/67	66-2	66-6	79.3	3/30/67	76.28	81	4/4/67	S.A.R. S-BAND LINK INOPERATIVE B/U EMPLOYED M.I.P. 85. TEMP. NORMAL
	1636	501	200	1040	J-35B	197	722	113	0-92	TJ-86	S/C-47	T-86C	539	12/17/65	3/26/67	66-2	66-6	79.1	3/30/67	82.12	145	4/8/67	S.A.R. S-BAND LINK INOPERATIVE B/U EMPLOYED M.I.P. 85. TEMP. NORMAL
117	1634	508	209	1041	J-40A	208	731	1003	0-105	TJ-99D	S/C-52	T-101E	536	5/20/66	5/4/67	50-0	50-5	88.5	5/9/67	80.14	93	5/15/67	SUCCESSFUL AIR RECOVERY
	1634	508	209	1041	J-40B	209	732	138	0-102	TJ-36	S/C-52	T-98F	536	5/20/66	5/4/67	50-0	50-5	88.2	5/9/67	78.95	215	5/23/67	S.A.R. PICKUP 225 M DOWN RANGE DUE TO ABNORMAL ORBIT (AGENA VELOCITY) TRF FAILURE
118	1633	509	213	1042	J-37A	204	725	129	0-97	TJ-95D	S/C-49	T-95D	528	3/22/65	6/8/67	115-3	116-4	80.5	6/16/67	78.4	97	6/22/67	SUCCESSFUL AIR RECOVERY INSTRUMENT OPERATION NORMAL
	1633	509	213	1042	J-37B	205	726	1005	0-98	TJ-88	S/C-49	T-88C	528	3/22/65	6/8/67	115-3	116-4	78.1	6/16/67	80.2	143	7/1/67	LATER PICKUP INSTRUMENT OPERATION NORMAL. CHIEF EVENTS LATE.
119	1637	510	216	1043	J-42A	200	735	127R3	0-107	TJ-91D	S/C-43	T-91D	527	8/4/66	1/27/67	51-0	52-4	79.9	8/7/67	79.9	115	8/14/67	SUCCESSFUL AIR RECOVERY. MASTER SCAN RATE ERRATIC AFTER REV. 68.
	1637	510	216	1043	J-42B	201	736	112	0-112	TJ-92	S/C-48	T-92C	527	8/4/66	1/27/67	51-0	52-4	80.2	8/7/67	73.2	127	8/22/67	SUCCESSFUL AIR RECOVERY. MASTER INSTRUMENT FAILED ON REV 288.
120	1641	512	217	1101	CR 1A	302	803	1029	DISC	3	302	T-305	616	2/14/67	9/10/67	29-6	30-4	79.5	9/15/67	79.5	97	9/21/67	S.A.R. P.N. 6 DIGIC INSTRUMENT OPERATION NORMAL. SOME EARLY THROUTS ON EXPOSURE CONTROL. I.E.A.T.
	1641	512	217	1101	CR 1B	303	804	1028	3	6	302	T-302	616	2/14/67	9/10/67	29-6	30-4	79.8	9/15/67	79.8	208	9/28/67	PAN B DIGIC INSTRUMENT OPERATION NORMAL. S.A.R.
121	1639	513	221	1044	J-41A	202	733	1004	0-99	TJ-97D	S/C-50	T-97E	606	7/6/66	10/27/67	68-1	69-6	79.75	11/1/67	79.75	97	11/8/67	S.A.R. INSTRUMENT OPERATION NORMAL. IMPACT APPROX. 60 N M SOUTH.
	1639	513	221	1044	J-41B	202	734	130R2	0-104	TJ-94	S/C-50	T-94F	606	7/6/66	10/27/67	68-1	68-6	78.56	11/1/67	78.56	144	11/11/67	S.A.R. INSTRUMENT OPERATION NORMAL. ANOMALY IN LIFEBOAT TIMER DICATED EARLY RECOVERY.

SECRET/C

\*SUCCESSFUL AIR RECOVERY

HANDLE VIA  
CONTROL

SECRET/C

# CORONA PROGRAM PERFORMANCE

PROG FLT. NO.	VEN NO	THOR NO	DU NO	AIGSR NO	INSTR TYPE	INSTR NO.	SRV NO	T/M NO	S/I NO	S/I T/U CASST	SUPPLY CASST	MAIN T/U CASST	LRGG NO	INSTR REC'D A/P	SHIP TO BASE	ANG-DYC AT A/P	TOTAL WEIGHT W/INSTR FLT	LGS PL WT FLN	FLT DATE	LBS PL WEIGHT TRANSFER	NO. OF PAYLOADS RECOVERED	RECVY DATE	SUMMARY		
																								DISC	
122	1642	514	223	1102	CR2A	304	805	1025	DISC	1	303	T303	626	5/2/7	12/2/7	30-5	31-5	80.0	12/9/7	80.0	83	2/15/7	S.A.R. MIP=100	SECOND J3 FLIGHT. BEST RESULTS OF CORONA MISSIONS TO DATE.	
122	1642	514	223	1102	CR2B	305	806	1026	4	8	303	T304	626	5/2/7	12/2/7	30-5	31-5	84.1	12/9/7	84.1	129	2/22/7	S.A.R. MIP=100		
123	1640	516	226	1045	J45A	214	741	1022	DISC	0109	TJ1070	55	T107E	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	74.0	112	1/31/8	S.A.R. MIP= 90	14 DAY MISSION DESPITE LOSS
123	1640	516	226	1045	J45B	215	742	1023	DISC	0106	TJ102	55	T102F	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	81.5	223	2/7/68	S.A.R. MIP= 90	OF T/M ON REV. 05.
124	1638	518	228	1046	J48A	220	747	015R2	119	TJ1130	58	113F	608	6/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	113	3/21/8	S.A.R. MIP= 90	FIRST FULL LOAD OF SO-230. SYSTEM EXHIBITED A DECREASE IN PERFORMANCE FROM REV 9 TO END OF MISSION.	
124	1638	518	228	1046	J48B	221	748	014R2	120	TJ110	58	110F	608	6/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	240	3/29/8	S.A.R. MIP= 85		
125	1643	511	233	1103	CR3A	306	807	1035	DISC	9	304	T307	621	8/23/7	4/25/8	34-4	35-3	77.6	5/1/8	77.6	115	5/8/68	S.A.R. MIP= 95	OUT OF FOCUS PROBABLY CAUSED BY FILM FLATNESS IN PLATEN AREA. PARTIAL LOAD OF UTR.	
125	1643	511	233	1103	CR3B	307	808	1036	5	11	304	T306	621	8/23/7	4/25/8	34-4	35-3	78.0	5/1/8	78.0	228	5/15/8	S.A.R. MIP= 95		
126	1645	517	235	1047	J47A	218	745	017R2	117	TJ109D	SC57	T109E	604	5/18/7	6/13/8	56-12	57-2	81.2	6/20/8	81.2	129	6/28/8	S.A.R. MIP= 85	COLD BOOSTER CAUSED GROUND TRACK MISMATCH. AGENA/PL INCOMPATIBILITY CAUSED CONCERN BUT NO MISSION IMPACT.	
126	1645	517	235	1047	J47B	219	746	016R2	118	TJ106	SC57	T106E	604	5/18/7	6/13/8	56-12	57-2	81.3	6/20/8	81.3	240	7/5/68	S.A.R. MIP= 85		
127	1644	522	238	1104	CR4A	308	809	1030	DISC	7	305	T309	618	11/14/7	8/2/8	37-0	37-5	81.1	8/7/8	81.3	115	8/14/8	S.A.R. MIP=115	PHU FAILURE. T/R FAILURE IN "B" BUCKET. HIGHEST MIP RATING FOR CORONA TO DATE.	
127	1644	522	238	1104	CR4D	309	810	1031	7	15	305	T308	618	11/14/7	8/2/8	37-0	37-5	81.2	8/7/8	81.0	244	8/22/8	S.A.R. MIP=115		
128	1647	524	240	1048	J49A	222	749	010R3	121	TJ1110	59	T111E	605	10/23/7	3/13/8	46-2	47-0	81.4	9/18/8	81.4	145	9/27/8	S.A.R. MIP= 85	P/L TEAR IN "B" MISSION AND	
128	1647	524	240	1048	J49B	223	750	135R3	116	TJ108	59	T108F	605	10/23/7	3/13/8	46-2	47-0	81.1	9/18/8	56.6	224	10/2/8	S.A.R. MIP= 85	INSTRUMENT FAILURE.	
129	1646	515	242	1105	CR5A	310	811	1032	NONE	NONE	301	T311	601	2/2/8	10/24/8	37-5	39-1	79.4	11/3/8	79.4	131	11/11/8	S.A.R. MIP=100	BOTH INSTRUMENTS FAILED AT END	
129	1646	515	242	1105	CR5B	311	812	1033	NONE	NONE	301	T312	601	2/2/8	10/24/8	37-5	39-1	76.9	11/3/8	76.9	292	1/21/9	S.A.R. MIP=100	OF MISSION.	
130	1648	527	243	1049	J50A	224	751	134R3	0123	TJ115E	60	T115E	609	1/22/8	12/5/8	45-0	46-0	80.6	12/12/8	80.6	99	12/13/8	S.A.R. MIP= 85	OUT OF FOCUS, ONLY FAIR QUALITY,	
130	1648	527	243	1049	J50B	225	752	158R3	0124	TJ112F	60	T112F	609	1/22/8	12/5/8	45-0	46-0	79.9	12/12/8	79.9	179	12/18/8	S.A.R. MIP= 85	/ HEAVY RAIL SCRATCHING.	
131	1650	519	244	1106	CR6A	312	801R	1027	DISC	10	307	T313	627	3/26/8	1/30/9	44-2	45-1	81.5	2/5/9	81.2	66	2/9/9	S.A.R. MIP=105	FIRST DSR COMMAND SYSTEM FLOWN, OVER-	
131	1650	519	244	1106	CR6B	313	802	1028	6	22	307	T314	627	3/26/8	1/30/9	44-2	45-1	80.2	2/5/9	74.0	147	2/14/9	S.A.R. MIP=105	ALL QUALITY GOOD TO FAIR. BY HAZE.	
132	1651	541	245	1050	J43A	210	737	1023	109	TJ93D	53	T93D	611	0/17/8	3/14/9	125-1	125-6	81.3	3/19/9	46.2	34	3/21/9	S.A.R. MIP= 85	PROBLEM ON VEHICLE GUIDANCE REQUIRE	
132	1651	541	245	1050	J43B	211	738	137	110	TJ90	53	T90C	611	0/17/8	3/14/9	125-1	125-6	81.0	3/19/9	80.6	50	3/22/9	S.A.R. MIP= 85	EARLY RECOVERY ON BOTH "A" AND "B".	
133	1649	544	246	1051	J44A	212	739	1020	115	TJ105D	54	T105E	617	1/17/8	3/24/9	126-4	127-4	80.5	5/1/9	80.1	113	5/8/9	S.A.R. MIP= 80	BOTH INSTRUMENTS OUT-OF-FOCUS COND.	
133	1649	544	246	1051	J44B	213	740	1012	116	TJ100	54	T100F	617	1/17/8	3/24/9	126-4	127-4	80.5	5/1/9	80.1	256	5/17/9	S.A.R. MIP= 80	"B" RECOVERY WAS THE 50TH CONSECUTIVE RECOVERY.	
134	1652	038	247	1107	CR7A	314	813	1034	DISC	12	306	T317	630	4/20/8	7/17/9	64-5	65-4	80.7	7/23/9	50.7	147	8/1/9	S.A.R. MIP=95	WATER PICK-UP. MIP=95 2ND FLT. UTILIZING DSR CMD. SYS.	
134	1652	038	247	1107	CR7B	315	814	1041	11	17	306	T310	630	4/20/8	7/17/9	64-5	65-4	81.5	7/23/9	48.0	308	8/11/9	S.A.R. MIP=95	NO. 2 INSTR. FAILED AFTER 12 ~ ON 1ST DAY. DISC FAILED 1809 ~ "B" 18TH DAY.	
135	1653	300	248	1052	J46A	216	743R	118R2	0111	T93D	56	T93D	614	2/10/7	9/11/9	134-6	136-2	79.1	9/22/9	79.1	115	9/29/9	S.A.R. MIP=85	LAST OF THE J1 SERIES PAYLOADS.	
135	1653	300	248	1052	J46B	217	744R	103R1	0110	T90C	56	T90C	614	2/10/7	9/11/9	134-6	136-2	80.2	9/22/9	80.2	244	10/7/9	S.A.R. MIP=85		
136	1655	039	249	1108	CR9A	316	817	1037	12	10	314	T331	633	10/16/8	11/21/9	57-2	59-3	80.6	12/4/9	80.6	115	12/10/9	S.A.R. MIP=105	THESE MIP'S ARE THE HIGHEST ACHIEVED BY A CORONA SYSTEM FOR A LAUNCH NEAR THE WINTER SOLSTICE.	
136	1655	039	249	1108	CR9B	317	818	1039	12	13	314	T330	633	10/16/8	11/21/9	57-2	59-3	81.5	12/4/9	81.5	276	12/21/9	S.A.R. MIP=100		
137	1657	041	251	1109	CR10A	320	819	1040	9	23	308	T319	628	5/15/8	2/26/0	40-6	41-5	81.2	3/4/70	81.2	115	3/11/0	S.A.R. MIP=110	ZERO DEFECTS	
137	1657	041	251	1109	CR10B	321	820	1044	9	28	308	T318	628	5/15/8	2/26/0	40-6	41-5	78.6	3/4/70	78.6	309	3/23/0	S.A.R. MIP=100		
138	1656	045	252	1110	CR11A	322	821	1042	10	25	309	T325	624	5/16/9	5/14/0	47-5	48-4	80.0	5/20/70	80.0	179	5/31/0	S.A.R. MIP=90	IMAGERY PRODUCED BY THE AFT LOOKING INSTRUMENT IS CONSIDERED THE BEST IN CORONA PROGRAM FOR 2ND GENERATION LENS	
138	1656	045	252	1110	CR11B	323	822	1043	10	26	309	T324	624	5/15/9	5/14/0	47-5	48-4	80.1	5/20/70	80.1	308	6/6/70	S.A.R. MIP=95		
139	1654	556	253	1111	CR12A	324	823	1025	02R	16	310	T323	625	9/25/77	1/5/0	41-5	42-5	80.3	7/22/70	80.3	112	7/29/0	S.A.R. MIP=105	DISC FAILED 5 HOURS AFTER C/S. #2	
139	1654	556	253	1111	CR12B	325	824	1026	02R	20	310	T316	625	9/25/77	1/5/0	41-5	42-5	77.5	7/22/70	77.5	301	8/10/0	S.A.R. MIP=105		
140	1658	552	254	1112	QR2A	300	827	1038	08	4R	299	T323	613	1/4/70	11/11/0	200-3	201-3	80.6	11/18/0	78.1	147	1/27/0	S.A.R. MIP=115	MAIN FAILED AT C/W.	
140	1658	552	254	1112	QR2B	301	828	1039	08	21	299	T322	613	1/4/70	11/11/0	200-3	201-3	80.8	11/18/0	40.3	309	12/7/0	S.A.R. MIP=115		
141	1659	537	255	1113	CR13A	326	825	1031R	13	19	312	T327	620	10/11/0	2/10/1	69-3	70-3	80.8	2/17/1	0	0	- - -	- - -	- - -	THOR BOOSTER FAILURE. DESTRUCT 35 SECONDS AFTER LAUNCH.
141	1659	537	255	1113	CR13B	327	826	1032	13	29	312	T326	620	10/11/0	2/10/1	69-3	70-3	80.0	2/17/1	0	0	- - -	- - -	- - -	
142	1660	538	256	1114	CR14A	328	829	1029R	1R	24	315	T321	629	2/6/70	3/17/1	57-5	58-5	80.5	3/24/1	80.0	115	3/31/1	S.A.R. MIP=120	THIS SYSTEM HAS EXHIBITED THE HIGHEST MIP RATING IN THE CORONA PROGRAM.	
142	1660	538	256	1114	CR14B	329	830	1037	1R	2R	315	T328	629	2/6/70	3/17/1	57-5	58-5	78.5	3/24/1	73.0	260	4/9/71	S.A.R. MIP=125		
143	1662	567	257	1115	CR15A	330	831	1041	14	7	313	T329	623	8/19/0	9/5/71	76-3	77-1	75.0	9/10/1	79.0	115	9/17/1	S.A.R. MIP=120	S.A.R. MIP=110	
143	1662	567	257	1115	CR15B	331	832	1040	14	27	313	T320	623	8/19/0	9/5/71	76-3	77-1	78.5	9/10/1	78.5	309	9/29/1	S.A.R. MIP=110		

SECRET/C

# CORONA PROGRAM PERFORMANCE

VEH NO.	THOR NO	DU NO.	MISSN NO.	INSTR TYPE	INSTR. NO.	SRV NO.	T/M NO.	S/I NO.	S/I T/U CASST	SUPPLY CASST	MAIN T/U CASST	DRCG NO.	INSTR. REC'D A/P	SHIP TO BASE	WKS-DYD AT A/P	TOTAL WKS-DYD	LBS RL WT. FLW	FLT DATE	LBS RL TRAC	NO. OF DAYS	RECVY DATE	SUMMARY
1661	567	258	1116	CR16	332	833	1045	N/A	N/A	316	T315	619	8/5/70	4/14/2	80-6	80-11	80.8	4/19/2	80.8	180	4/30/2	S.A.R. MIP=115
1661	569	258	1116	CR16	333	834	1044	N/A	N/A	316	T300	619	8/5/70	4/14/2	80-6	80-11	80.8	4/19/2	80.8	309	5/8/2	S.A.R. MIP=115
1663	571	257	1117	CR8A	318	815R	1030	N/A	N/A	311	T301	615	8/27/8	5/16/2	184-11	184-20	80.0	5/25/2	80.0	34	5/27/2	S.A.R. MIP=115
1663	571	259	1117	CR8B	319	816R	1046	N/A	N/A	311	T332	615	8/27/8	5/16/2	184-11	184-20	80.1	5/25/2	80.1	28	5/31/2	S.A.R. MIP=115 SOLAR ARRAY FAILED TO DEPLOY. ALSO LEAK IN CONTROL GAS SYSTEM ON VEHICLE REDUCED MISSION LIFE TO 6 DAYS.