

DATE 10 AUG 61

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PRIORITY
P R I O R I T Y

TO DIRECTOR

FROM [REDACTED]

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

BL

TOP 21567 10 AUG 61

FOR MESSRS PARANGOSKY, MURPHY AND ANDERSON FROM LT COL FORD

1. THE FOLLOWING PUBLICATION, DISCOVERER CAPSULE HANDLING PROCEDURE IS PROPOSED AS A REPLACEMENT FOR THE DISCOVERER IMPLEMENTATION PLAN. WE PROPOSE MAKING THE NEW PROCEDURES A PERMANENT DOCUMENT, AND NOT PUBLISHING A NEW VERSION FOR EACH DISCOVERER AS HAS BEEN THE PRACTICE WITH THE IMPLEMENTATION PLANS.

2. WE RECOMMEND THAT THE NEW DOCUMENT BE UNCLASSIFIED BUT BE MARKED FOR OFFICIAL USE ONLY. THE RECIPIENT OF THE DOCUMENT, THE 69TH TEST WING, WILL INSTRUCT LT COL AHOLA TO CLOSELY CONTROL THE DISTRIBUTION AND USE OF THE DOCUMENT.

3. IN AN INFORMAL MEETING BETWEEN LT COLS MURPHY, BURN, FORD, [REDACTED] BUZARD, AND CAPT JOHNSON THE CONTENTS AND CONCEPT OF USE OF THE NEW PROCEDURES WERE DISCUSSED AND AGREED UPON.

4. HQS REVIEW AND CONCURRENCE IS REQUESTED FOR ALL ASPECTS OF THE DOCUMENT, PARTICULARLY WITH RESPECT TO SECURITY CONSIDERATIONS.

QUOTE: DISCOVERER CAPSULE HANDLING PROCEDURES.

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I. PURPOSE.

THE PURPOSE OF THIS DIRECTIVE IS TO ESTABLISH THE POLICIES, RESPONSIBILITIES AND PROCEDURES FOR THE SAFE AND EXPEDITIOUS HANDLING OF RECOVERED DISCOVERER CAPSULES.

II. GENERAL.

1. EXTREME CAUTION WILL BE EXERCISED BY ALL PERSONNEL CONCERNED IN CONTACT WITH THE CAPSULE TO PREVENT DAMAGE TO THE CAPSULE AND ITS CONTENTS. THE EXPERIMENTS CONTAINED IN THE CAPSULE AND THE ASSOCIATED INSTRUMENTATION CAN BE DISASTROUSLY DAMAGED IF THE CAPSULE IS SUBJECTED TO JARS, SHOCKS, DENTING OR EXTREME CHANGES IN TEMPERATURE AND/OR PRESSURE.

2. CLOSE CONTACT WITH THE CAPSULE WILL BE ABSOLUTELY RESTRICTED TO THOSE INDIVIDUALS REQUIRED FOR PROPER CAPSULE HANDLING.

3. INFORMATION SERVICES ACTIVITIES WILL NOT DELAY OR INTERFERE WITH RECOVERY CREW DUTIES; MISSION PERFORMANCE OR CAPSULE MOVEMENTS IN ANY FASHION. A RECOVERY CREW MISSION CRITIQUE WILL BE COMPLETED PRIOR TO ANY PRESS INTERVIEWS.

4. PHOTOGRAPHY OF RECOVERY OPERATIONS WILL BE RESTRICTED TO THAT OFFICIAL PHOTOGRAPHY REQUIRED FOR ENGINEERING PURPOSE ONLY REPEAT ENGINEERING PURPOSE ONLY. UNOFFICIAL PHOTOGRAPHY IS EXPRESSLY FORBIDDEN. PHOTOGRAPHY OF THE RECOVERED CAPSULE ABOARD A RECOVERY AIRCRAFT OR SHIP WILL NOT BE TOLERATED.

III. RESPONSIBILITIES.

1. THE COMMANDER, 6594TH TEST WING (SATELLITE), SUNNYVALE,

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CALIFORNIA IS RESPONSIBLE FOR THE RECOVERY OF DISCOVERER PROGRAM RECOVERY CAPSULES. THE COMMANDER, 6594TH TEST WING WILL RELINQUISH CAPSULE RESPONSIBILITIES AT SUCH TIME THAT THE SPACE SYSTEMS DIVISION (SSD) COURIER IS ABLE TO ASSUME PHYSICAL CUSTODY OF THE CAPSULE.

2. UPON RECEIVING CUSTODY OF THE CAPSULE, THE SSD COURIER WILL BE COMPLETE AUTHORITY OVER CAPSULE HANDLING, TRANSPORTATION AND STORAGE DETAILS.

IV. HANDLING PROCEDURES.

1. AIR RECOVERY.

AS SOON AS THE CAPSULE IS ABOARD THE RECOVERY AIRCRAFT, IT WILL IMMEDIATELY BE PLACED INSIDE THE MYLAR BAG PROVIDED FOR THAT PURPOSE. THE COVERED CAPSULE WILL THEN BE PROMPTLY PLACED INTO THE CANNISTER AND LOCKED. IF THE ANTENNAS ON THE CAPSULE INTERFERE WITH THE CLOSING OF THE CANNISTER COVER, THEY MAY BE BENT OR BROKEN AS NECESSARY TO ENABLE STORAGE.

2. WATER RECOVERY.

A. IMMEDIATELY FOLLOWING THE RECOVERY OF A CAPSULE FROM THE WATER, THE PARACHUTE WILL BE DETACHED AND STORED SEPARATELY. THE CAPSULE WILL THEN PROMPTLY BE PLACED IN THE MYLAR BAG PROVIDED FOR THAT PURPOSE AND THE BAG SECURED.

B. AS SOON AS THE CAPSULE IS SAFELY ABOARD SHIP, A TWO TO FOUR INCH SLIT WILL BE CUT IN THE BOTTOM OF THE MYLAR BAG TO PERMIT THE WATER TRAPPED IN THE BAG TO DRAIN OUT. THE COVERED CAPSULE WILL THEN

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BE PROMPTLY PLACED INTO THE CANNISTER AND LOCKED. THE DRAINING OF WATER FROM THE BAG INTO THE BOTTOM OF THE CANNISTER IS ENTIRELY PERMISSIBLE.

C. IT WILL BE THE RESPONSIBILITY OF THE PARA-RESCUE LEADER, IN THE CASE OF A PARA-RESCUE RECOVERY, OR OF THE SHIP'S CAPTAIN, IN THE CASE OF A SHIP RECOVERY, TO DETERMINE IF THERE IS WATER INSIDE THE CAPSULE. THIS DETERMINATION CAN BE EASILY MADE IN THE COURSE OF NORMAL CAPSULE HANDLING WITHOUT A DETAILED EXAMINATION OF THE CAPSULE. IN MAKING THIS DETERMINATION, THE CAPSULE WILL NOT BE SUBJECTED TO TIPPING, SHAKING OR OTHER UNDERSIRABLE STRESSES OR MOTIONS.

D. THE CAPSULE WILL BE DRAINED ONLY AFTER IT IS SAFELY ABOARD SHIP AND THE CAPSULE PLACED IN THE MYLAR BAG. THE PROCEDURE FOR DRAINING WATER FROM THE CAPSULE IS AS FOLLOWS:

- (1) CUT TWO TO FOUR INCH HOLE IN THE BOTTOM OF THE MYLAR BAG COVERING THE CAPSULE IF THIS HAS NOT ALREADY BEEN ACCOMPLISHED.
- (2) WORKING THROUGH THE SLIT, LOCATE THE DRAIN PLUG ON THE BOTTOM OF THE CAPSULE. THE AREA AROUND THE DRAIN PLUG HAS BEEN PAINTED GREEN TO FACILITATE IDENTIFICATION.
- (3) WITH A 3/8 INCH ALLENHEAD WRENCH, REMOVE THE DRAIN PLUG.
- (4) PROMPTLY PLACE THE COVERED CAPSULE IN THE CANNISTER.

CARE MUST BE TAKEN TO POSITION THE CAPSULE IN SUCH A FASHION THAT THE DRAIN HOLE AND THE SLIT IN THE MYLAR BAG ARE NOT BLOCKED BY CAPSULE SUPPORTS INSIDE THE CANNISTER. THE CAPSULE WILL THEN DRAIN INTO THE BOTTOM OF THE CANNISTER.

E. IN THE EVENT THE CAPSULE HAS BEEN DAMAGED AND WATER HAS

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ENTERED THE CAPSULE THROUGH THE RUPTURE; AN ATTEMPT WILL FIRST BE MADE TO POUR THE WATER OUT OF THE CAPSULE THROUGH THE RUPTURE BEFORE COMPLYING PARA IV, 2, D ABOVE.

V. PHOTOGRAPHY AND PHOTO HANDLING PROCEDURES.

1. THE REMOTELY CONTROLLED CAMERAS MOUNTED ON THE RECOVERY GEAR ARE THE SOURCE OF THE PRIMARY PHOTOGRAPHIC RECORDS REQUIRED FOR ENGINEERING PURPOSES. THESE CAMERAS WILL OPERATE UNTIL THE CAPSULE IS INSIDE THE AIRCRAFT OR OUT OF THE FIELD OF VIEW OF THE CAMERAS.

2. PHOTOGRAPHERS ABOARD THE RECOVERY AIRCRAFT WILL STOP TAKING PHOTOGRAPHS WITH HAND HELD CAMERAS WHEN THE CAPSULE IS WITHIN 50 FT OF THE AIRCRAFT.

3. ALL EXPOSED FILM FROM THE ABOVE SOURCES WILL BE DELIVERED UNDEVELOPED TO THE SSB COURIER FOR TRANSPORTATION TO SEA.

4. IN THE EVENT OF PARA-RESCUE OPERATIONS, FILM OF THE ACTUAL JUMPING AND EQUIPMENT DROPS MAY BE DEVELOPED AT HICKAM. FOLLOWING THE REVIEW OF THESE PHOTOGRAPHS BY THE COMMANDER, 658TH RECOVERY CONTROL, GROUP THEY MAY BE RELEASED TO THE NEWS MEDIA.
END OF QUOTE.

END OF MESSAGE

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