



~~TOP SECRET~~ 130258Z

IMMEDIATE [REDACTED] INFO PRIORITY [REDACTED] CITE [REDACTED]  
[REDACTED]

REF MSN 1011-2

1. DUE TO LACK OF BATTERY VOLTAGE, FAILED TO RECOVER PAYLOAD FROM REF MISSION.

2. WHEN PRIMARY BATTERY VOLTAGE DROPS TO A LEVEL TWO VOLTS BELOW PYRO BATTERY, THE PYRO BATTERY IS AUTOMATICALLY SWITCHED IN. THIS SWITCHING APPARENTLY BEGAN TO OCCUR ON REV 95 AT [REDACTED] AT THE TIME THE PAYLOAD WAS OPERATING ON AN EMERGENCY BEACON SLIGHTLY HIGHER THAN NORMAL CURRENT. THIS WAS NOTICED AS A CHECK OF TM RECORD FROM RUN SHOWED PRIMARY BATTERY AT ABOUT 18.5 VOLTS AND PYRO BATTERY AT ABOUT 20.5 VOLTS. PAYLOAD WAS NOT OPERATED ON REV 96 BUT POWER SITUATION REMAINED UNCHANGED INDICATING THAT PAYLOAD WAS NOT CAUSE OF TROUBLE.

3. AT THIS TIME THERE WAS NOT ENOUGH DATA ON WHICH TO BASE EMERGENCY ACTION SO DECISION WAS MADE TO CONTINUE OPERATING NORMALLY AND EVALUATE AT REV 100 [REDACTED] REV 100 [REDACTED] WAS A VERY LOW ELEVATION PASS AND DATA INDICATED LITTLE EXCEPT THAT SYSTEM WAS STILL ACTIVE.

4. ON REV 101 [REDACTED] THE BATTERY VOLTAGE PICTURE HAD NOT CHANGED, HOWEVER, ON THIS REV NEITHER [REDACTED] NOR [REDACTED] WERE ABLE TO ACQUIRE COMMAND BEACON AND NO COMMANDS COULD BE SENT. COMMANDING IN

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BLIND WAS INEFFECTIVE.

5. ON REV 102 BOTH [REDACTED] AND [REDACTED] WERE ABLE TO ACQUIRE COMMAND BEACON INTERMITTENTLY BUT COMMANDING WITHOUT LOCK-ON WAS INEFFECTIVE. NO CHANGE NOTED IN BATTERY VOLTAGES. NO OBSERVABLE CHANGE IN WATT-HOUR METER READING.

6. SHORTLY AFTER ACQUISITION ON REV 108 WERE ABLE TO GET RESET COMMAND IN. DECISION HAD BEEN MADE TO PUT PAYLOAD IN OFF MODE BUT ATTEMPT TO DO THIS UNSUCCESSFUL. ON EACH ACQUISITION THEREAFTER UNTIL REV 111 ATTEMPTS TO PUT PAYLOAD IN OFF MODE WERE UNSUCCESSFUL. PHOTOGRAPHY WAS BEING ACCOMPLISHED IN PROGRAM 4. ON REV 110B PAYLOAD WAS OBSERVED TO OPERATE NORMALLY IN PROGRAM 4. WHEN INSTRUMENTS CAME ON THE NORMAL BATTERY VOLTAGE WAS NOTED. WHEN THEY WENT OFF THE BATTERY VOLTAGE RETURNED TO READING NOTED PRIOR TO OPERATION (AND SINCE REV 101 FOR THAT MATTER). AT ACQUISITION ON THIS REV ATTEMPT TO ENABLE NORMAL RECOVERY WAS SUCCESSFUL.

7. BECAUSE THE AMOUNT OF POWER REQUIRED TO OPERATE ON REV 112D WOULD BE MUCH LESS THAN THAT CONSUMED BY ACTIVELY INTERROGATING VEHICLE BEACON AND BECAUSE THE PROBABILITY OF SUCCESSFUL COMMANDING WAS REMOTE IT WAS DECIDED TO STAY PASSIVE WITH RADAR ON 111 AND ATTEMPT NO MORE PAYLOAD COMMANDS.

8. FOR REV 112 PLAN WAS TO BE READY AT [REDACTED] TO SEND LIFEBOAT TWO AT TIME OF CAPSULE SEPARATION PLUS TWO SECONDS. ON REV 112 NORMAL RECOVERY EVENTS WERE INITIATED. THE D-TIMER STARTED, CAPSULE BEACON AND TELEMETRY CAME ON, FAIRING CAME OFF, AND CAPSULE TIMER ARM SIGNAL WAS RECEIVED. THESE EVENTS APPARENTLY PULLED

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VOLTAGE DOWN TOO MUCH BECAUSE NO FURTHER RECOVERY EVENTS WERE OBSERVED. AT APPOINTED TIME [REDACTED] INITIATED LIFEBOAT COMMANDS BUT DUE TO A STUCK BUTTON ON DECODER CONSOLE COMMANDS NOT RADIATED TO VEHICLE. AFTER NORMALCY RESTORED TO [REDACTED] COMMAND CAPABILITY, LIFEBOAT SENT NEAR FADE POINT A SUBSEQUENT LOOK AT [REDACTED] TELEMETRY INDICATES THAT LIFEBOAT COMMANDS MAY HAVE GOT IN BUT NO ADDITIONAL RECOVERY EVENTS WERE OBSERVED.

9. [REDACTED] WAS DIRECTED TO SEND DEACTIVATE COMMAND TO TURN EQUIPMENT OFF TO CONSERVE POWER UNTIL REV 125 WHEN RECOVERY WILL AGAIN BE ATTEMPTED. THERE IS SOME INDICATION THAT THIS COMMAND GOT IN.

10. ON REV 115 DATA RELAYED [REDACTED] THAT BOTH VEHICLE AND CAPSULE WERE STILL IN ORBIT AND IN ALL PROBABILITY STILL TOGETHER.

1. AT THIS TIME THERE IS NO REASON TO BELIEVE THAT ANY SUCCESSFUL RECOVERY OF THIS MISSION SHOULD BE EXPECTED. SINCE ARN SIGNAL GOT TO CAPSULE, THE DESTRUCT TIMER SHOULD HAVE ACCOMPLISHED ITS JOB.

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