

DATE 0142Z 20 SEP 61

~~TOP SECRET~~

OPERATIONAL IMMEDIATE

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

REV

TOR 0221Z 20 SEP 61

OPERATIONAL IMMEDIATE
1400008396

TO OPIM [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

REF MISSION 9024

1. CHANNEL 3 WAS NOT ACTIVATED ON PASS 32 OR 33. NO INDICATION SEPARATION OCCURRED. CAPSULE T/M AND ACQUISITION (GE) BEACON WAS NOT RECEIVED BY [REDACTED] OR AIRBORNE RECOVERY FORCE. IF SEPARATION HAD OCCURRED CAPSULE SHOULD HAVE BEEN RECEIVED SINCE OPERATES INDEPENDENT OF MAIN VEHICLE.

2. VEHICLE WAS STABLE ON PASS 32 BUT CYCLIC RATE OBSERVED ON PASS 33. BEST EXPLANATION FOR THIS IS VEHICLE IS TUMBLING.

3. PROCEDURE NOW IS TO MONITOR EACH ACTIVE PASS IN HOPE THAT CHANNEL 3 WILL BECOME ACTIVE, AND THOUGH T/M READOUT EXACT STATUS OF VEHICLE CAN BE DETERMINED.

4. CHANCES OF ATTEMPTING RECOVERY ON DAY 3 ARE SMALL FOR THE FOLLOWING REASONS:

A. IF VEHICLE IS TUMBLING INCORRECT ATTITUDE AT SEPARATION COULD RESULT IN RANDOM RECOVERY AREA.

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In Accordance with E. O. 12958

on NOV 26 1997

B. IF VEHICLE OUT OF CONTROL GAS NORMAL RECOVERY PITCH
OVER WOULD NOT OCCUR.

C. EVEN THOUGH PROGRAMMER IN SYING NOW, PROGRAMMER DRIFT
COULD MAKE SEPARATION POINT OCCUR SOME DISTANCE FROM NOMINAL -
THIS PROBLEM COULD BE OVERCOME IF CHANNEL 3 BECAME ACTIVE OVER A
TRACKING STATION.

D. GROUND COMMAND CONTROL DEPENDENT ON CHANNEL 3.

5. EVERY ATTEMPT WILL BE MADE TO RECOVER ON DAY 3, IF SOME
ASSURANCE CAN BE ESTABLISHED THAT RECOVERY WOULD OCCUR IN A
"SAFE AREA".

END OF MESSAGE

~~TOP SECRET~~