

2011 20

file out 1103

OPERATIONAL DATES

454 TEST WG VANDENBERG AFB CALIF

AFBMS LOS ANGELES CALIF

454 TEST WG (SATELLITE) SUNNYVALE CALIF

LOCKHEED MISSILES & SPACE DIVISION SUNNYVALE CALIF

LOCKHEED MISSILES & SPACE DIVISION P. O. BOX 1804
VANDENBERG AFB CALIF (COURIER) ZEN

DOUGLAS AIRCRAFT COMPANY P. O. BOX 1874 VANDENBERG AFB CALIF (COURIER) ZEN

W. H. ...
APR 1966

CLASSIFIED INFORMATION

INFO: 1ST MISSILE DIVISION VANDENBERG AFB CALIF (COURIER) ZEN

1ST MISSILE DIVISION VANDENBERG AFB CALIF (COURIER) ZEN

454 TEST WG VANDENBERG AFB CALIF (COURIER) ZEN

DOWNLOADED FROM 1.1.7.12 (INTERNET)
DECLASSIFIED AFTER 12 YEARS
RCS INSTEAD OF 2500.12

SECRET FROM VWZ-12-11-C

LOGS FOR WPT 1 454 TEST WG FOR COL MOORE; LMSD/
SUNNYVALE FOR DEPT 61-44 (R. W. MARRS); LMSD/VAFB

FOR DEPT 61-44 ZEN, DAC FOR MR. HECKMAN ZEN, INFO:

DEC 1960

VWZ

OFFICER	NAME (SIGNATURE)	DATE	OFFICER	NAME (SIGNATURE)	DATE

AFBMD Form 11
1 Nov 59

COORDINATION SHEET

Replaces AFBMD Form 11, 1 Jun 59

W. H. ...

146788Z NOVEMBER 1966 AFB CASE

LINE FOR DISMANTLE POST 100, 1MD FOR DOORS 100, 444

THE 100 FOR 100 (MIL. 100) 100. SUBJECT: FRE-

LAUNCHER SUMMARY (NIGHT SHIFT-PRSTG). THE

FOLLOWING IS THE 100 HOUR SUMMARY REPORT ON THE

REPAIRS OF DISCOVERY XVII (SERIAL 100, 100).

THE 100 THE FIRST DISCOVERY VEHICLE TO UTILIZE THE

THE 100 100 WITH 100 100 100 AND AN

100 100 WITH AN 100 100 (100) EXPANSION 100,

A 100 100 HYDRAULIC SYSTEM, AND INCREASED

ELECTRICAL POWER SUPPLY.

1. FRE-LAUNCH OPERATIONS

1. FRE-LAUNCH COUNTDOWN OPERATIONS WERE

STARTED AT 100 FT ON 7 DECEMBER 1966. THE FIRST

COUNTDOWN HOLD WAS CALLED AT 7-15 MIN TO ALLOW A

TRAIN TO CLEAR THE RANGE HAZARD AREA. THE DURATION

OF THIS HOLD WAS 15 MINUTES.

2. TERMINAL COUNTDOWN WAS INITIATED AT 100 FT.

DURING PHASE 3 OF THE TERMINAL COUNT, A DISCREPANCY

IN THE 100 100 LOAD COMPUTER RECALCULATED

THE SECOND HOLD WHICH LASTED FOR APPROXIMATELY 19.2

MINUTES. THE PROBLEM WAS SATISFACTORILY OVERCOME

AND THE TERMINAL COUNT WAS COMPLETED WITHOUT

ANY

THE TEST PARAMETERS ARE CALD

OPERATIONAL

OPERATIONAL

A. ACCELERATION AT 12000 FT.

B. THE MANEUVER AT 2000 FT. SEC AND WAS

FOLLOWED BY 2.5 SEC OF VERTICAL ENGINE SOLO OPERATION.

C. AT THIS HEIGHT, THE VEHICLE WAS SLIGHTLY

DOWN AND TO THE LEFT OF THE PREVIOUS TRAJECTORY

WITH A VELOCITY SLIGHTLY GREATER THAN PREVIOUS.

THE AIRCRAFT VELOCITY, AND POINT PATH ANGLE WERE

ALL WELL WITHIN THE SPECIFIED LIMITS. MAXIMUM

CHANGE PERCENT DATA INDICATES PROPER ENGINE

OPERATION.

D. VIBRATIONS WERE NOTED ON AGENA INSTRUMENTAL

THIS PHENOMENON WILL BE TO ENDURE BEFORE RECO.

THE MAGNITUDE AND FREQUENCY OF THE VIBRATIONS

WERE APPROXIMATELY 1.7 G AT 12 CPS LONGITUDINAL,

0.3 G AT 12 CPS LATERAL, AND 2.4 G AT 16 CPS NORMAL.

1. COAST PHASE

A. SEPARATION OF THE ORBITAL STAGE FROM THE

BOOSTER BEGAN AT THIS SEC WHEN THE FIFTEEN

WERE FIRED AND THE SEPARATION WAS SATISFACTORILY

COMPLETED ABOUT 1.5 SEC LATER.

1444 THE W/THRESHOLD A/F/C CALL

B. COMMAND 1 OF 11.2 SEC DURATION WAS TRANSMITTED TO ADJUST THE TIME TO DETACH SERIAL BOOST AND COMMAND 6 OF 14.9 SEC DURATION WAS TRANSMITTED TO SET THE VELOCITY TO BE GAINED DURING SERIAL BOOST BASED ON THE BOOST TRAJECTORY AS DETERMINED BY THE FRONT LOOK VERLANT RADAR. THESE COMMANDS WERE SATISFACTORILY RECEIVED AND RESPONDED TO BY THE VEHICLE.

C. SERIAL STAGE BOOST

1. SERIAL BOOST OPERATION STARTED AT TIME 1 SEC AND TERMINATED AT TIME 2 SEC PER AN OPERATING DURATION OF 1.0 SEC. BOOST OPERATION WAS NORMAL AND THE SYSTEM WAS CONTROLLED BY THE INTEGRATOR. THE VELOCITY GAIN DURING SERIAL BOOST AS DETERMINED FROM INTEGRATOR DATA WAS 14.10 FPS. THE INT CAL- CULATED FROM INTEGRATOR DATA WAS 26 (INTEGRATOR GAIN DATA WAS NOT AVAILABLE.)

2. THE AGINA ATTITUDE WAS CONTROLLED SATISFACTO- RILY DURING THE SERIAL STAGE BOOST PHASE.

C. GUST DISTURBANCE OCCURRED AT AN ALTITUDE OF 147 STATION MILES AT WHICH TIME THE VEHICLE HAD AN INERTIAL VELOCITY OF 25,900 FPS AND A FLIGHT PATH ELEVATION 4.5°.



... VAN DERBERG APR CALD

... ENGINE AND ... ENGINE. THESE ... PRODUCED A NEAR-NORMAL ORBIT.

... TRACKING STATION RECEIVED THE ... SIGNAL FROM LIFT-OFF TO T+300 SEC. ... TO THE RECORDATION EQUIPMENT ... DATA; ... DATA WERE ALL SATISFACTORY. ... AND POST-FLIGHT PLAYBACKS HAVE ... THE ACQUISITION ... UNTIL T+500 SEC. THE VAFB ... FROM LIFT-OFF TO T+300 SEC AT WHICH TIME THE RADAR SWITCHED TO ... AS PLANNED.

A. THE AUXILIARY TRACKING STATION AT POINT MUCY ... FROM T+300 SEC TO T+350 SEC AND THE ACQUISITION BEACON SIGNAL FROM T+310 SEC TO T+350 SEC. THE FT MUCY VHF RADAR ACQUIRED THE BEACON SIGNAL AT T+310 SEC; LOCKED ON AT T+340 SEC; AND TRACKING DATA SIGNAL FADE AT T+350 SEC. THE RADAR TRACKING DATA ARE OF GOOD QUALITY.

A. RADAR RANGE

THE

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 08-14-2001 BY SP-6 [REDACTED]

TO A GREATER EXTENT THAN DURING THE PREVIOUS AGENA
LAUNCH, BUT THE WAS RECOVERED WHEN IS NOT DIRECTED
TO RECHARGE OVER TIME

0301 NAT 3 E

0301 RPA 3

100

[REDACTED]

[REDACTED]