

Maj Waller/

X X XVII

[Handwritten initials and markings]

VWZD Official File

CLASSIFICATION CHANGED TO

[Handwritten: Oct 11 1957]

[Handwritten: APR 1966]

DOWNGRADED AT 3 YEAR INTERVALS:
DOWNGRADED AT 19 YEARS
DOD DIR 5209.10

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

SECRET FROM 1950-12-13-1976

18
OCT 6

OFFICE SYMBOL	[REDACTED]	[REDACTED]	[REDACTED]
NAME (SIGNATURE)	[REDACTED]	[REDACTED]	[REDACTED]
DATE	October 6, 1957	Major USAF	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]

MICHAEL A. FERRY, JR., Colonel, USAF
[Signature]

[REDACTED]

PROTECTIVE MEASURES AND CALIB

THAT WERE SUBJECT TO INSPECTION AND MAINTENANCE TO THEIR
CONDITION OF SERVICE OPERATIONAL VEHICLE. THIS IS THE
THE FIRST INSPECTION OF THE VEHICLE WITH A REPORTED
SERIOUS DEFECT OF AN AIRCRAFT ENGINEER THE OPERATING
SYSTEM.

B. AIRCRAFT ENGINEER AND ANALYSIS - INSPECTIVE APPROVED.
INSPECTION OF OPERATIONAL PROBLEMS IN THE AIRCRAFT
AIRFRAME OR AIRCRAFT HAS BEEN DONE. THE KITCHEN-ROCKETS
PROVIDING THE THROTTLE MECHANISM FOR COMPLETE OPERATION
BY TYPE 10000.

C. AIRCRAFT ENGINEER AND ANALYSIS - INSPECTIVE APPROVED.
AIRCRAFT ENGINEER INSPECTED BY A SPECIAL
MAINTENANCE AT TYPE 10000 AND THE ENGINE OPERATED
SUFFICIENTLY FOR 10.000. ENGINE SHUTDOWN OCCURRED
AT TYPE 10000 ON BASIS OF OPERATOR COMMAND. THE ENGINE
THE ENGINE HAS A CRITICAL VELOCITY RANGE OF 11.50 PER ENGINE
CRITICAL STATE POINT. THE ENGINE PARTS OF THE AIRCRAFT
ENGINE WAS INSPECTED TO GIVE THE VEHICLE CRITICAL VELOCITY
AT THE POINT OF THE AIRCRAFT.

**D. AIRCRAFT ELECTRICAL POWER SYSTEM - INSPECTIVE
APPROVED**

[REDACTED]

[REDACTED]

G. SYSTEMS OF TRANSMISSION AND DATA

THE SYSTEMS OF ANNA ELECTRICAL POWER SYSTEM

OPERATION HAS BEEN REVIEWED.

H. ANNA CONTROL AND POWER CONTROL SYSTEM - OPERATIVE
ASPECTS.

THE ANNA CONTROL SYSTEM OPERATES IN ACCORDANCE TO A
PROGRAMMING TO THE COMPUTER AND A L.S. THE VEHICLE
IS OPERATED THROUGH THE OPERATION OF THE CONTROL
SYSTEMS. VEHICLE ATTITUDE APPEARS TO HAVE BEEN
CONTROLLED EFFECTIVELY THROUGH THE GYRO FLAME AND
THE CONTROL BODY MASS, AND CONTROL GAS EXPANSION WAS
NORMAL UNDER BOTH OF THESE PHASES. ENGINE SPEED WAS
CONTROLLED EFFECTIVELY BY THE INTEGRATOR, AND THE D-
TYPE CONTROL CONTROLLED THE TIME AND SEQUENCE OF ALL
PROGRAMMED EVENTS THAT WERE SCHEDULED TO OCCUR FROM
TO LOSS OF THE INTEGRATED DATA AT THE.

I. ANNA SPACE COMMUNICATION SYSTEM - OPERATIVE
ASPECTS.

THE TRACKING THE COMMUNICATION SYSTEM FROM START TO
APPROXIMATELY 17 MIN 14 SEC AT WHICH TIME THE VEHICLE
DROPLE SUPPLEMENT AIRBORNE FAILED. THE REAR BEACON
WAS TRACKED FROM 17 MIN 17 SEC TO 17 MIN 48 SEC. AT 17 MIN 51

[REDACTED]

[REDACTED]



PROPERTY OF THE UNITED STATES GOVERNMENT
 THE TIME OF THE DEPARTURE FROM THE ALL-TIME
 SERVICE RECORDS OF THE SERVICE. GENERAL TRAFFIC CONTROL
 THE SERVICE RECORDS OF THE SERVICE. IN ORDER
 TO MAINTAIN THE SERVICE RECORDS.

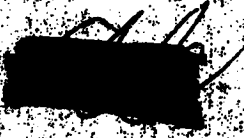
C. A SERVICE RECORD IS A RECORD OF THE SERVICE
 RECORDS AND GENERAL TRAFFIC CONTROL. THE SERVICE RECORDS
 CONTROLLED BY THE SERVICE RECORDS OF THE
 SERVICE RECORDS. HOWEVER, THE FOLLOWING
 RECORDS ARE CONTROLLED BY THE SERVICE RECORDS.

(1) RECORDS RELATING TO THE USE OF THE SERVICE RECORDS
 FOR THE SERVICE.

(2) RECORDS RELATING TO THE USE OF THE SERVICE RECORDS
 FOR THE SERVICE AND GENERAL TRAFFIC CONTROL.

(3) RECORDS RELATING TO THE USE OF THE SERVICE RECORDS
 FOR THE SERVICE AND GENERAL TRAFFIC CONTROL.

(4) RECORDS RELATING TO THE USE OF THE SERVICE RECORDS
 FOR THE SERVICE AND GENERAL TRAFFIC CONTROL.



[REDACTED]

1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

5. [REDACTED]

[REDACTED]

CONFIDENTIAL - SECURITY INFORMATION

[REDACTED]

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[REDACTED]

[REDACTED]

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