

~~SECRET~~
VXXII

Maj Waller/jm

Red 3-1

NOTE: On this report, Dts. Lippitt's hand-written copy was given to the TWX operator the night of the launch instead of a typewritten copy. This accounts for there being only (6) copies; usually there are (7). The next day I typed the official file copy and (5) courier copy and destroyed the original copy as classified waste. See Maj Waller on next report for instructions as to how it will go out.

George

Waller 11/6

~~SECRET~~

CLASSIFICATION CHANGED TO

UNITED STATES AIR FORCE AND CALIF

LA SPACE CENTER BY LOS ANGELES CALIF

CONTRACT WG / SATELLITE / SUNNYVALE CALIF

LOCKHEED MISSILE AND SPACE COMPANY SUNNYVALE CALIF

LOCKHEED MISSILE AND SPACE COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

LOCKHEED AIRCRAFT COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

LOCKHEED AIRCRAFT COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

DET 1 HQ AIR FORCE LOGISTICS COMMAND SUPPORT GROUP VANDENBERG AFB CALIF / COURIER / ZEN

CONTRACT WG PATRIOT AFB FLORIDA

AFSBAN BIRMINGHAM AIR MATERIAL AREA NORFOLK AFB CALIF

HQ AIR FORCE LOGISTICS COMMAND WRIGHT PATERSON AFB OHIO

SECRET
APR 205-2
8 APR 1966

DOWNGRADING AND DECLASSIFICATION INTERVALS:
DECLASSIFIED AUTOMATICALLY IN 10 YEARS
DOD EIR-5510.10

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21 21
OCT 61

OFFICE SYMBOL			
NAME (SIGNATURE)			
DATE	21 OCT 61		
		LUCAS A. BERRY, JR., Capt., USAF	

AFBMD Form 11
1 Nov 59

COORDINATION SHEET

Replaces AFBMD Form 11, 1 Jun 59

AIR FORCE FORMS, Copy 1, Used

SECRET

[REDACTED]

REPORTING THE FOLLOWING RESULTS:

FOR THE FIRST LAUNCH OF THE 1964-65 BANGOR BANGOR LAUNCH/

RESEARCH FOR THE 1964-65 BANGOR BANGOR LAUNCH/

FOR THE 1964-65 BANGOR BANGOR FOR MR. HICKMAN. THIS CAN

BE USED FOR THE COMBAT UNIT AND THE BANGOR

APPROXIMATE FOR MR. HICKMAN FOR THE BANGOR

BANGOR BANGOR BANGOR FOR THE BANGOR BANGOR

BANGOR BANGOR FOR THE BANGOR BANGOR BANGOR ON THE

LAUNCHING OF THE BANGOR BANGOR BANGOR.

1. THE RESULTS OF THE BANGOR BANGOR BANGOR AND

APPROXIMATE BANGOR BANGOR BANGOR FROM THE

BANGOR BANGOR BANGOR BANGOR ON 10 OCT 61. THE

BANGOR BANGOR BANGOR, TO PLACE THE BANGOR

BANGOR BANGOR BANGOR BANGOR BANGOR, WAS NOT

APPROXIMATE. THE BANGOR BANGOR BANGOR THAT

AFTER THE BANGOR BANGOR, THE BANGOR BANGOR BANGOR

FROM THE BANGOR. A BANGOR BANGOR OF OVER 100 BANGOR

BANGOR WAS ATTAINED WITH A BANGOR VELOCITY NOT EXCEEDING

10,000 FEET PER BANGOR. TELEMETRY DATA INDICATED THAT

THERE WAS A BANGOR WITHIN THE BANGOR CONTROL SYSTEM

OF THE BANGOR.

2. PRELIMINARY EVALUATION INDICATES THAT LAUNCH TEST

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[REDACTED]

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SECTION 1: GENERAL INFORMATION AND SCOPE

1.1. AREA: AIRFRAME AND ANTI-ICE - CONDUCTIVE AGENT

THE SYSTEMS OF STRUCTURAL PROBLEMS IN THE AREA OF AIRFRAME OR AIRFRAME HAS BEEN NOTED FROM THE LOSS OF INTEGRITY. THE SYSTEMS ARE CURRENTLY BEING REVIEWED FOR THE PURPOSES OF THE COMPLETE EVALUATION OF THE AIRFRAME.

1.2. AREA: ENGINE SYSTEMS - CONDUCTIVE PARTIAL

ENGINE SYSTEMS OCCURRED IN A NORMAL MANNER AT THE TIME OF THE INCIDENT AND THE ENGINE OPERATED FOR 17.5 SEC. ENGINE SYSTEMS OCCURRED PRIMARILY AT THE TIME OF THE INCIDENT AS A RESULT OF VEHICLE Tumbling. THE AIRFRAME DATA SHOW A SIGNIFICANT VELOCITY GAIN OF 1500 FPM FROM THE INITIAL STATE POINT. THE DAMAGE PROVING BY THE AIRFRAME WAS SUFFICIENT TO SHOW THE VEHICLE CRITICAL VELOCITY AT THE POINT OF FAILURE.

1.3. AREA: ELECTRICAL AND SYSTEMS - CONDUCTIVE AGENT

THE SYSTEMS OF AIRFRAME ELECTRICAL SYSTEMS ARE CURRENTLY BEING REVIEWED FOR THE PURPOSES OF THE COMPLETE EVALUATION OF THE AIRFRAME.

1.4. AREA: FLIGHT AND FLIGHT CONTROL SYSTEMS

THE SYSTEMS ARE CURRENTLY BEING REVIEWED FOR THE PURPOSES OF THE COMPLETE EVALUATION OF THE AIRFRAME.

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REPORT TO VANDERBILT AIRCRAFT

THE ABOVE MENTIONED SYSTEM INTRODUCED PROBABLY TO
 A 2.5 SEC TIME TO THE ENGINEERING AND A 2.9 SEC VELOCITY -
 TO BE CALLED CONSTRUCTION COMMANDS BY THE SECOND
 COMMAND SYSTEM. VEHICLE ATTITUDE APPEARS TO HAVE BEEN
 CONTROLLED EFFECTIVELY DURING THE CRUISE PHASE. DURING
 THE MANEUVER PHASE THE HYDRAULIC PRESSURE DECREASED
 TO A MINIMAL LEVEL. HOWEVER, WITHIN 2.4 SEC, IT RAO
 INCREASED TO AN UNUSUALLY LOW VALUE WHERE IT REMAINED
 FOR APPROXIMATELY 12 SECONDS. DURING THE INTERVAL OF
 LOW HYDRAULIC PRESSURE, THE VEHICLE WAS TRULY
 UNSTABLE IN THE ROLL PLANE CAUSING A LOSS OF GYRO
 STABILIZATION. SUBSEQUENT TO RESUMPTION OF HYDRAULIC
 PRESSURE AT 2.4 SECONDS, THE VEHICLE APPEARED STABLE
 IN ALL AXES BUT THE ROLLING SCANNER SHOWED BRUITS
 WHICH WERE PROBABLY DUE TO THE LOSS OF VIEW OF
 THE HORIZON DURING THE PERIOD OF INSTABILITY. AFTER APPROX-
 IIMATELY 12 SECONDS OF NORMAL CONTROL, THE HYDRAULIC
 PRESSURE WAS AGAIN LOST AT 2.8 SEC AND WAS ACCOMPANIED
 BY COMPLETE LOSS OF CONTROL. HIGH ANGULAR RATES WERE
 ATTAINED AND APPARENTLY RESULTED IN A PRIMARILY ROLLING
 MOTION IN ADDITION TO AN EXTREMELY HIGH RATE OF CONTROL

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OPERATING PERSONNEL
THE D-TIME PERSONNEL CONTROLLING
THE TIME INTERVALS OF ALL OPERATIONS WHICH THEY
WERE PERMITTED TO OCCUR DUE TO LOSS OF TELEMETRY
DATA AT 1700.

F. LOSS OF TELEMETRY DATA - OBJECTIVE
ACHIEVED.
RECOVERY OF THE AIRBORNE BEACON AND THE BARR
BEACON OPERATIONS. THE TRACKED THE AIRBORNE
BEACON FROM 1700 TO 1715 GROUND AND AIRBORNE,
TRACKING THE BARR BEACON FROM 1715 TO 1730 SEC.
AT 1730 SEC THE LOSS OF TELEMETRY DATA OCCURRED. ALL
TELEMETRY CHANNELS WERE OPERATING. AT THE TIME THE
ORBITAL TIME WAS 00:01:00 SEC. IN THE BARR-ON POSITION,
IN THE BARR-ON MODE, AND ALTERNATE RE-ENTRY BEACON
MODE. NO OTHER CHANNELS WERE OPEN DURING THE ASCENT
PHASE.

G. AIRBORNE BEACON RECOVERY - OBJECTIVE ACHIEVED.
RECOVERY AND ORBITAL TIME CORRECTION WAS SATISFACTOR-
ILY ACCOMPLISHED DURING THE 10-15 MINUTE COUNTDOWN BY
THE AIRBORNE BEACON RECOVERY. A FAILURE OCCURRED
DURING TASK 6 WITH THE AIR-CONTROLLING ELEMENT. THE

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END

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... THE ... AIR CABLE ...
... THE ... SYSTEMS IN PLACE ...
... ANOTHER ...
... THE TERMINAL ... WHEN ...
... TELEMETRY SIGNAL ...
... ALSO DURING ...
... TELEMETRY ...
... SEVERAL ...
... SIGNAL

A. ... SENSITIVE ...

... SIGNAL WAS RECEIVED AND ...
... DATA WERE ...
... TRACK AT ...
... STARTING AT ...
... LAUNCH ...
... OPERATION WERE ...

A. THE LAUNCH ...

... STARTING AT ...
... TOTALING ...
... TRACK

[REDACTED]

[REDACTED]

[Handwritten notes]

[REDACTED]

[REDACTED]

CONDUCTING OPERATIONS AND CALM
WHEN NO. 1 WAS CALLED AT 12:00 PM AT 12:00 PM AND
LATER FOR 15 MINUTES. WHILE NO. 1 STOPPED AT 12:00 PM AT
12:00 PM AND LATER THERE WERE.

0001 VAL 3
2221 8943

4. THE DAMAGE

DAMAGE TO THE RAD EQUIPMENT AND FACILITIES WAS NORMAL,
AND THE REMEDIATION WORK IS EXPECTED TO BE SIMILAR TO
THAT AFTER PREVIOUS LAUNCHES FROM THE RAD. RECOVERY
REQUIREMENTS.

END

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[REDACTED]

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XXVIII

UNCLASSIFIED

*File
11/16*

VWZD Official File Cy

FROM:
TO:

COURTNEY W. VANDEWEGE AFB CALIF
AF WALLINGFORD BY LOS ANGELES CALIF

COURTNEY W. VANDEWEGE AFB CALIF

LOCKHEED MISSILES AND SPACE COMPANY SHERMAN AFB CALIF

LOCKHEED MISSILES AND SPACE COMPANY VANDENBERG AFB CALIF / COURIER / ZEM

BOEING AIRCRAFT COMPANY VANDENBERG AFB CALIF / COURIER / ZEM

INFO: STRATACORP VANDENBERG AFB CALIF / COURIER / ZEM

DET 1st AIR FORCE LOGISTICS COMMAND WRIGHT PATTENSON AFB OHIO

COURTNEY W. VANDEWEGE AFB CALIF

HQ 3rd AIR FORCE LOGISTICS AREA MINOT AFB S.D.

HQ 1st AIR FORCE LOGISTICS COMMAND WRIGHT PATTENSON AFB OHIO

UNCLASSIFIED PER VWZD 25-10-715

25

OCT

OFFICE SYMBOL					
NAME (SIGNATURE)	<i>Waller</i>				
DATE					
				LOGAN A. PERRY, JR., COLONEL, USAF Deputy for Space Systems	

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SECRET THE CONFERENCE AND CALL
FOR THE NEW BRUNSWICK COUNTY FOR COL. ROGER BIRNBAUM LMC/ /
MONTREAL FOR VERNA-3 / N.J. BIRNBAUM / SUSAN LMC / VAF
FOR DIST. OF CANADA / SAC / VAF FOR MR. NEUMAN. DUCO CEM
INSTRUMENTS BY FOR STANLEY FOST AND DOD BIRNBAUM
AFI-ONE / VAF FOR MR. THOMAS BIRNBAUM COUNTY FOR COL. VERMONT
BIRNBAUM / BIRNBAUM AND FOR SUTHERLAND APL / WRIGHT
INTERVIEW / VAF FOR MR. ROBERT CEM / CONFERENCE TO FLAM
REPORT ON THE LAUNCHING OF MISSISSAUGA ST. BIRNBAUM
SECRET THE YEAR 25-10-1944, DATED 25 OCT 41. CHANGE
PARAGRAPH 2.1 / PARAGRAPH CONTINUED / TO READ CEM THE CONF-
CONFERENCE AT THE END OF 25 OCT 41 AND PROCEEDED TO
LONDON WITH TWO HOLDING TOTALS 30 MIN. HOLDING 1 WAS
FOR 15 MINUTES BEFORE BY THE STC TO PROVIDE TARRANT FOR
MORNING. HOLDING 2 WAS FOR THREE MINUTES BECAUSE OF
MORNING CHANGING BIRNBAUM BIRNBAUM. HOLDING 3 WAS
CALLED AT THE END AT 11:00 AM AND LATED FOR 15
MIN. HOLDING 4 WAS CALLED AT THE END AT 11:00 AM AND
LATED FOR 15 MINUTES.

THIS

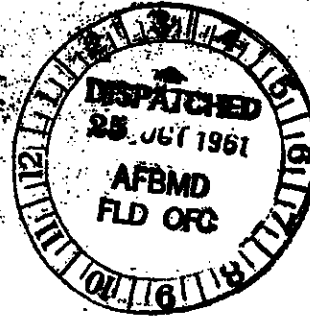
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FM 6565TH TEST WG VANDENBERG AFB CALIF
TO SSD LOBA CALIF
6594TEST WG /SATELLITE/ SUNNYVALE CALIF
LMSC SUNNYVALE CALIF
LMSC VANDENBERG AFB CALIF
DOUGLAS ACFT CO VANDENBERG AFB CALIF
INFO 1STRATAD VANDENBERG AFB CALIF
DET 1 AFLC VANDENBERG AFB CALIF
6555TEST WG PATRICK AFB FLA
SBAMA NORTON AFB CALIF
AFLC WRIGHT PATTERSON AFB OHIO

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BT
UNCLAS FROM VWZD-25-10-715, SSD FOR 55ZD SEMCLN 6594TV FOR COL MOORE
SEMCLN LMSC/SUNNYVALE FOR TWECA-3 /H.J. DRIEFUES/ SEMCLN LMSC/VAFB
FOR DEPT 65-44 SEMCLN DAC/VAFB FOR MR. HECKMAN. INFO CLN 1STRATAEROSPACE
DIV FOR COMMAND POST AND DCO SEMCLN AFLCSG/VAFB FOR MR. YOUNG SEMCLN
6555TV FOR COL WIGNALL SEMCLN SBAMA/NORTON AFB FOR SBVP SEMCLN AFLC/
WRIGHT PATTERSON AFB FOR MCGO. SUBJECT CLN CORRECTION TO FLASH REPORT
ON THE LAUNCHING OF DISCOVERER 33. REFERENCE SECRET TWX VWZD-25-10-
186-S, DATED 23 OCT 61. CHANGE PARAGRAPH H.3 /PRELAUNCH COUNTDOWN/
TO READ CLN THE COUNTDOWN STARTED AT 0330 PST ON 23 OCT 61 AND PRO-
GRESSED TO LIFTOFF WITH TWO HOLDS TOTALING 22 MIN. HOLD NO. 1 WAS FOR

HOLD NO. 1 WAS CALLED AT 1100 PST AT T MINUS 40 MIN AND LASTED FOR
19 MIN. HOLD NO. 2 OCCURRED AT 1204 PST AT T MINUS 15 MIN AND LASTED
THREE MINUTES.

BT
252315Z OCT 61 VAFB