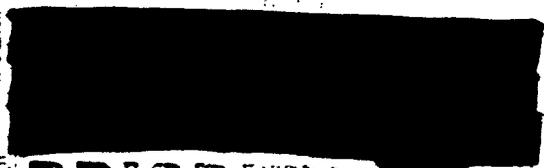


CLASSIFIED MESSAGE

DATE : 0009Z 28 OCT 60

~~SECRET~~



TO : DIRECTOR

FROM : [REDACTED]

ACTION: BPD (1.2.3.4.5.6.7.8.9.10)

INFO : S/C (11)

JM
TOR: 0057Z 28 OCT 60

PRIORITY



PRIORITY

This document contains information
relating to Project [REDACTED]

TO : [REDACTED] INFO

FOR MESSRS PARANGOSKY AND KIEFER FROM [REDACTED]

THE FOLLOWING NORTH STAR EIGHT HOUR REPORT FOR DISCOVERER
XVI IS QUOTED FOR YOUR INFORMATION:

QUOTE:

1. DISCOVERER XVI/THOR 253/AGENA B 1061/WAS LAUNCHED FROM
PAD 4, VANDENBERG AIR FORCE BASE AT 1226 CLN 09.22 PST CMM 26 OCTOBER
1960, ON THE SECOND COUNTDOWN. COUNTDOWN BEGAN AT 0320 PST AND
CONTINUED TO LAUNCH 9 HOURS AND 6 MINUTES LATER CMM INCLUDING FOUR
HOLDS TOTALING 84.5 MINUTES CLN HOLD 1/40 MINUTE DURATION/CALLED
TO PERMIT WORK TO CATCH UP WITH COUNT FOLLOWING DELAY IN TASK 6,
DUE TO MALFUNCTION IN RANGE SAFETY RECEIVER. HOLD 2/20 MINUTE
DURATION/CALLED DUE TO DELAY IN TASK 14/PROPELLANT TANKING/.
HOLD 3/23 MINUTE DURATION/CALLED TO ADJUST COUNT, ALSO DUE TO
DELAY INCURRED DURING TASK 14. HOLD 4/12 MINUTE DURATION/CALLED
DURING TERMINAL COUNT WHEN RANGE SAFETY RED LIGHT APPEARED ON LAUNCH

Declassified and Released by the N R C

Accordance with E O. 12958

NOV 26 1997

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MONITOR CONSOLE.

2. LIFTOFF WAS NORMAL, AND PRELIMINARY REPORTS INDICATE AVERAGE PAD DAMAGE. THOR MAIN-ENGINE OPERATION WAS WITHIN SPECIFICATIONS, WITH AN OPERATING TIME OF 162.03 SECONDS RECORDED X/APPROXIMATELY 1.4 SECONDS LESS THAN PREDICTED/. THE TRAJECTORY AT THOR MAIN-ENGINE CUTOFF WAS NEAR NOMINAL. INDICATIONS ARE THAT THOR VERNIER ENGINE CUTOFF OCCURRED SIMULTANEOUSLY WITH MAIN-ENGINE CUTOFF, RATHER THAN 9 SECONDS LATER, AS PREDICTED.

3. TELEMETERED DATA GAVE NO INDICATION THAT SEPARATION, AGENA ENGINE IGNITION, OR CUTOFF OCCURRED.

4. MOD II RADAR DATA FROM THE PT. MUGU TRACKING STATION INDICATE THAT THE VEHICLE FOLLOWED A BALLISTIC TRAJECTORY, REACHED AN ALTITUDE OF APPROXIMATELY 115 NAUTICAL MILES, AND IMPACTED APPROXIMATELY 660 NAUTICAL MILES DOWN RANGE.

5. A PRELIMINARY INSPECTION OF THE TELEMETERED DATA REVEALED THAT EVENTS CONTROLLED BY THE D-TIMER DID NOT OCCUR. REASONS FOR THE NON-OCCURRENCE OF THESE EVENTS HAVE NOT BEEN DETERMINED.

REVIEW OF DATA BY VAFB ALSO INDICATE THE FOLLOWING:

A. THE VOLTAGE WAS REMOVED FROM THE D-TIMER, BUT OPERATION OF THE BRAKE RELEASE MECHANISM IS NOT MONITORED.

B. THE 400-CPS POWER SUPPLY WAS FUNCTIONING DURING FLIGHT.

~~SECRET~~

C. INSTRUMENTATION/OTHER THAN THE RECORDING OF THE SEQUENCE OF EVENTS/IS NOT PROVIDED TO DETERMINE D-TIMER MOTOR OPERATION AFTER LIFTOFF.

6. LAUNCH TRACKING OPERATIONS WERE SATISFACTORY. TRACKING STATION RECEIVED 541 SECONDS OF MOD II RADAR, TELEMETRY, AND ACQUISITION TRANSMITTER DATA. TRACKING STATION RECORDED 507 SECONDS OF MOD II RADAR DATA, 505 SECONDS OF TELEMETRY DATA, AND 456 SECONDS OF ACQUISITION TRANSMITTER DATA. THE PVT. JOE E. MANN RECEIVED 37 SECONDS OF UNUSEABLE TELEMETRY SIGNAL.
END OF QUOTE.

IT HAS NOW BEEN DETERMINED THAT PARAGRAPH 5C OF THE ABOVE MESSAGE, IN REGARD TO THE D-TIMER MOTOR OPERATION, IS TECHNICALLY INCORRECT. AS SOON AS THE CORRECT INFORMATION IS AVAILABLE IT WILL BE PASSED ON TO YOU.

END OF MESSAGE

~~SECRET~~