

DATE 14 OCT 61 1023Z

~~TOP SECRET~~

OPERATIONAL IMMEDIATE
1400008408
OPERATIONAL IMMEDIATE

TO : DIRECTOR
FROM : [REDACTED]
ACTION: OPS (1-2-3-4-5)
INFO : S/C (6)

JL
TOR 14 OCT 61 1114Z

TO OPIM [REDACTED] INFO [REDACTED] CITE [REDACTED]

REF MISSION 9025

1. A "DROP OUT" HAS DEVELOPED IN VEHICLE TELEMETRY. DURATION IS MEASURED IN TENTHS OF SECONDS AND IS INTERMITTENT. DIFFICULTY IN ITSELF IS CAUSING NO PROBLEM, BUT REASON FOR DROP OUT IS OF CONCERN. THIS EFFECT COULD BE CAUSED BY

A. DIFFICULTIES IN 2 KC POWER. ALL OTHER TELEMETRY POINTS INDICATE THIS PROBABLY NOT SOURCE OF TROUBLE. FAILURE OF 2 KC POWER WOULD CAUSE GUIDANCE SYSTEM FAILURE.

B. PRESSURE LEAK IN A SEALED MULTICOUPLER IN TELEMETRY CIRCUIT CAUSING ARCHING AND CONSEQUENTLY SHORT SIGNAL BREAKS. THIS MOST PROBABLE CAUSE OF MALFUNCTION. IF CONDITION BECAME WORSE TELEMETRY WOULD BE LOST COMPLETELY AND WHILE VEHICLE MIGHT BE STABILIZED RECOVERY WOULD HAVE TO BE ATTEMPTED WITH OUT COMPLETE KNOWLEDGE OF VEHICLE STATUS PRIOR TO SEPARATION.

2. AT PRESENT TIME RECOVERY CAN BE ATTEMPTED ON PASS 18 WITH

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NORMAL CHANGE OF SUCCESS (HOWEVER, LOCATION OF DAY ONE RECOVERY PASS IS UNDESIRABLE).

3. VEHICLE COULD ALSO STAY IN SAME STATUS WITH NO DETERIORATION FOR SEVERAL DAYS.

4. BECAUSE OF ABOVE SYMPTOMS AND UNCERTAINTY OF RECOVERY ONLY PASS 6 WAS ELIMINATED. CAMERA WAS OPERATING NORMALLY ON PASS 9E.

5. REQUEST GUIDANCE FROM HQS AS TO WHETHER WILLING TO SETTLE FOR DAY ONE OPERATION OR WHETHER DESIRE TO TRY FOR AN EXTRA DAY. MUST MAKE DECISION HERE BASED ON LATEST TECHNICAL STATUS, BUT WOULD APPRECIATE HQS OPINIONS NLT 14/1400Z.

END OF MESSAGE

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