

22477 18 DEC 1961

140008483

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

FPB

TOR: 2315Z 18 DEC 1961

PRIORITY
PRIORITY

TO : PRITY [REDACTED]

INFO

CITE [REDACTED]

REF A [REDACTED]

B MISSION 9029

NO NIGHT ACTION

1. DIFFICULTY IN OBTAINING TIMELY DATA FROM COMPUTERS CONTINUES TO RESULT IN A LATE [REDACTED] REPORT. SEE NO CHANCE PERFORMANCE GOING TO IMPROVE. CONSIDERING HQS AND [REDACTED] REQUIREMENTS IS [REDACTED] ACCURATE ENOUGH TO SUBSTITUTE FOR [REDACTED] IN MOST CASES ACCURACY SHOULD BE PLUS OR MINUS 25 NM. IF ACCURATE ENOUGH REQUEST CONSIDERATION OF ELIMINATING [REDACTED]

2. PASSES 15D, 31D AND 47D ELIMINATED PER INSTRUCTIONS, AND SINCE NO ENGINEERING REQUIREMENT. HOWEVER, DOES NOT NPIC REQUIRE STATE SIDE PASS FOR CONTROL DATA?

3. VEHICLE AND CAMERA STATUS WAS GOOD DURING ENTIRE MISSION. YOUR DECISION TO RESERVE FILM FOR A TH DAY WAS JUSTIFIED AT [REDACTED] TIME DURING THE FLIGHT. CONSIDERABLE CONFIDENCE SHOULD HAVE BEEN DEVELOPED FOR BASING MISSION DURATION ON OPERATIONAL REQUIREMENTS.

TOP SECRET

Declassified and Released by the [REDACTED] REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

Accordance with E. O. 12958

NOV 26 1997

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4. EXACT REASON AIR SNATCH UNSUCCESSFUL NOT KNOWN AT THIS TIME. APARENTLY A/C WERE DRAWN OFF BEACON BY CAPSULE BEACON BEARING RECEIVED PRIOR TO CHUTE DEPLOYMENT. CAPSULE IMPACT POINT WAS WITHIN 10 MILES OF PREDICTED. CHUTE WAS NOT SIGHTED BY A/C UNTIL ALMOST IN WATER.

END OF MESSAGE

~~TOP SECRET~~