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**AFBMD IMPLEMENTATION PLAN FOR PUBLICITY ON DISCOVERER VII  
AND FOR HANDLING RECOVERED CAPSULE**

26 October 1959

1. INTRODUCTION

1. Situation: It is planned that the next DISCOVERER firing currently scheduled for 3 November will receive publicity in an orderly and phased manner. This public release plan is phased in general as follows:

a. Prepared and approved releases will be given to members of the Press at T-4 hours with a hold embargo until launch. These releases will be given by a BMD representative at Vandenberg Air Force Base.

b. Press members at Vandenberg Air Force Base will be given official launch times and will be present to witness launching at Vandenberg Air Force Base.

c. Limited flight status reports will be given to the press by AFBMD representatives. Information such as official launch time and pertinent orbital info as appropriate will be included. No info will be released on detailed test objectives except as follows:

DISCOVERER VII experiment will test launching technique, propulsion, communications, orbital performance, recovery technique and advanced engineering equipment.

d. At the time the recovery C-119's are dispatched to the recovery area, a press statement will be made by BMD indicating the probability of a recovery attempt being staged. Confirmation of C-119 dispatch will emanate from the DCC.

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e. As soon as practicable after confirmation of recovery of the capsule (possibly recovery + 1 hour), an announcement will be made to the effect that a launch has been made followed by a successful recovery. (See para III 3e)

f. Press coverage of the return of the recovered capsule to Hickam or Pearl Harbor will be limited to (1) photographs of the unloading of the capsule canister and interior of the aircraft and of the crew (2) interviews with the recovery crew only after crews have been debriefed. No press activity will be permitted to interfere with the accomplishment of the mission.

g. The recovered capsule will not be made available to the press for any purpose except as specified herein. As soon as possible following the return and technical analysis of the capsule at LMSD, the empty capsule will be made available to SAFIS for subsequent public display at a press conference. DCC will be responsible for making suitable arrangements for physical transport of empty capsule from Sunnyvale to the designated press conference location. AFMSD ISO will advise WDSZD of arrangements relating to this conference. WDSZD will be responsible for working with ISO to establish timing for this conference and will advise DCC as soon as possible.

II. SCOPE: This plan is directive on all AFMSD participating offices.

III. GENERAL NARRATIVE SEQUENCE OF EVENTS:

1. Prelaunch:

a. Prior to DISCOVERER VII launch a press logistics conference at T-4 hours will be held by 1st Missile Division ISO representatives at VAFB, according to provisions of current Hq. USAF Information

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Plan. AFEMD ISO will be responsible for preparation and proper coordination (specifically to include WDZS) of all releases relative to the DISCOVERER VII launch. These releases will be distributed to the press at the Logistics Conference. Advanced copies of all planned releases will be made available to WDZS no later than 29 October 1959.

b. SAFIS and VAFB will invite the Press to the launch at VAFB in accordance with current Hq. USAF Information Plan. AFEMD ISO, in conjunction with SAFIS and 1st Missile Division ISO, will prescribe policy for (within security limitations imposed by WDZS) and maintain surveillance over Press activity requirements at VAFB. AFEMD ISO will work together with Vandenberg ISO in developing suitable press arrangements. AFEMD ISO will be responsible for public release requirements that may rapidly develop during and after launch. Of particular concern is the necessity for advance publicity planning of a gross nature in anticipation of possible vehicle or system malfunction. In event of a firing disaster at VAFB all ISO matters will become subject to specific release approval by WDZS representative at VAFB.

2. Launch

DISCOVERER VII launch will occur followed by appropriate press releases as the situation develops. WDCM will provide material to be afforded all essential participants in this exercise.

AFEMD Field Office at VAFB will be responsible for verifying, on a timely basis to the BMD ISO, at VAFB the following facts:

a. Official launch time

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- b. Occasion or failure of second stage ignition
- c. Estimated normalcy of vehicle performance through second stage cut-off, with confirmation of orbital injection held until firm information is available.
- d. Acquisition progress up through approximately T+2 hours (data to be supplied by DCC).
- e. Items c and d above will be incorporated into an official statement to be released to the press at VAFB at T+2 hours or as soon thereafter as possible.
- f. After T+2 hours, any release of data regarding orbital operations will be made by the BMD ISO representative at the SAIC after appropriate coordination with WDZS.

Release of items c and d above will not be accomplished until verified from DCC. Release will be made through WDZ representative at VAFB for the item c above. For item f above the SAIC duty officer will coordinate as to technical accuracy of the information: however, he will not be considered the WDEW representative to verify reliability. Only the following individuals (in this order) can verify reliability of info:

- a. Lt. Colonel Battle
- b. Colonel Oder
- c. Colonel ██████████
- d. Colonel ██████████
- e. Lt. Colonel Abola \*

\*Only for release at Hickam of the still photography of the recovery

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operation. Lt. Colonel Ahola will be initial contact for this purpose.

3. Recovery:

a. Based on information from DCC, an announcement will be made of the C-119 dispatch to the recovery area. HCC will advise DCC immediately of such dispatch. Following the announcement at the time of C-119 dispatch, recovery operations will be initiated by Hawaiian Recovery Force according to current directives from Palo Alto Field Office covering this part of the DISCOVERER VII flight.

b. Upon acquiring the capsule (and not before capsule is secured in the aircraft or ship), the Commander of the gaining aircraft or ship will affirm to HCC by coded radio contact, the fact that a recovery has been effected, giving the identity of the aircraft or ship making the recovery. Also transmitted to the HCC at this time will be an estimated time of arrival of the recovery aircraft or vessel at Hickam AFB or Pearl Harbor. If the aircraft commander determines that it is essential that he go to an alternate destination such as Midway or Johnston Island, this information will be transmitted to HCC. HCC will relay to DCC who, in turn, will relay to AFEND this information. At the time of the initial transmission regarding accomplishment of capsule recovery, the recovering vehicle commander will report to HCC the condition of capsule using the brevity code as contained in Appendix "A".

c. Subsequent handling of the capsule aboard the recovering vehicle will be in accordance with detailed instructions contained in

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Appendix A, "Capsule Handling Instructions: attached hereto.

d. If weight limitations permit, an official photographer will be aboard each potential recovery aircraft. Within the limits of safety the photographer will obtain motion picture coverage of the actual recovery. Upon return to Hickam, the unprocessed motion film will be turned over to the capsule courier who will return it to a representative of the BMD Film Service Department as soon as possible. Still photography will be delivered unprocessed to the BMD Field Office at Hickam which will assure it is properly processed and screened by WDES representative at Hickam. Photos deemed suitable for release will be distributed by DOD ISO representative to the press at Hickam AFB.

e. Upon receipt of positive information by the BMD Space Activities Information Center that a recovery has been accomplished and upon approval by WDE, the BMD ISO will advise, by most direct route, the SAFIS (Eq USAF Command Post Drop 226).

f. AFBMD ISO will immediately advise the AFBMD Space Activities Information Center (SAIC) when a public announcement by proper officials has been made regarding success of recovery. This information will be immediately relayed to DCC and in turn to ECC.

g. (1) Within limits of safety and fuel duration, Palo Alto Field Office (DCC) will not permit C-119 aircraft to land at Hickam until item (3f) above has been satisfied. Arrival at Hawaii of the aircraft or vessel carrying the recovered capsule will then occur where arrangements will have been made by ECC to pickup the capsule by suitable vehicle and take it to a predetermined and

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presecured area, under their jurisdiction. Detailed instructions relating to ground handling of capsule are contained in Appendix B attached hereto.

(2) The DCC will be responsible to assure that proper and secure arrangements are accomplished in accordance with this plan relative to handling of the capsule at Hickam AFB.

5. Post Recovery:

a. Immediately following the delivery of the capsule to the secure area, a representative of the HCC will debrief crews and collect sufficient information to relay by phone through DCC to AFEMD to complete their knowledge of operations. This debriefing information will be assembled and forwarded to AFEMD as soon as possible not later than 2 hours past arrival at Hickam of the capsule.

b. DOD ISO Plan referenced above specifies that recovery crew will be made available for interview by the press. Crews will be expected to perform their duties to completion before press interviews will be permitted. Duties here include debriefing. Security restrictions for press purposes will be forwarded by separate TWX to HCC. At the time of debriefing, all crew members or persons who may meet the press will be rebriefed by HCC on security aspects of their operation. During any press interview of persons connected with this operation, the AFEMD ISO representative at Hickam will be present. The DOD Information Plan specifies that press may photograph interiors of aircraft. This will not be permitted to interfere with off-loading operations or the accomplishment of any

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portion of the mission. A predetermined area should be established for off-loading operation to afford press camera access without interference with operations.

FREDERIC C. E. ODER  
Colonel, USAF  
Director, Satellite Systems

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AFBMD IMPLEMENTATION PLAN FOR PUBLICITY ON DISCOVERER  
VII FOR HANDLING RECOVERED CAPSULE

APPENDIX A

CAPSULE HANDLING INSTRUCTIONS

Following instructions apply to recovery and handling of DISCOVERER capsule. It is suggested this annex be removed and reproduced for distribution to crews, in quantity of one per aircraft or vessel participating.

1. Extreme care must be taken by recovery crews to preclude damage to capsule such as denting, antenna or light breakage, etc. After recovery, the capsule should be rested on the round bottom until it can be inserted into the transport cannister.

2. Immediately upon recovery and when capsule is brought aboard aircraft or naval vessel, its general condition will be determined and a decision made as to its condition. In initial radio report to HCC by recovery crew, capsule condition will be reported in accordance with the following brevity code.

<u>ITEM NO.</u>	<u>CLEAR TEXT MESSAGE</u>	<u>CODE</u>
ONE	NO ACQUISITION OF CAPSULE SYSTEM BY ANY MEANS. REQUEST FURTHER INSTRUCTIONS.	FRANTIC
TWO	LINED UP IN POSITION FOR FIRST PASS	VIPER
THREE	CAPSULE ABOARD AIRCRAFT. RECOVERY COMPLETE AT BLANK ZULU.	HONEY BOY
FOUR	CAPSULE ABOARD SHIP. RECOVERY COMPLETE AT BLANK ZULU	HONEY BOY
FIVE	CAPSULE MODERATELY DAMAGED WITH DENTS BUT NO RUPTURE. MINOR WATER OR AIR	SABER

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LEAKAGE POSSIBLE.

SIX	CAPSULE RUPTURED AND TEST EQUIPMENT IS EXPOSED.	BESTLE
SEVEN	CAPSULE APPEARS BURNT.	BLITZ
EIGHT	UNABLE TO OPEN CAPSULE.	PICKLE
NINE	CAPSULE UNDAMAGED.	SKYLIGHT
TEN	CAPSULE INTERIOR FLOODED.	CORKER
ELEVEN	ANIMAL(S) ALIVE.	BOOMERANG
TWELVE	ANIMAL(S) APPEARS TO BE DEAD.	CHECKMATE
THIRTEEN	CAPSULE SUNK.	SOUTHERN CROSS

3. Upon surface recovery, the capsule will be inspected for water seepage. If there is water in the capsule, it will be drained of water prior to being placed in the mylar bag. Capsule will not be opened to drain. Water should be drained through any existing rupture or hole but additional opening of capsule for any purpose will not be accomplished. Keeping capsule intact is essential to the integrity of experiments involved and is for mandatory compliance whether airborne recovery or sea recovery is accomplished.

4. As soon as possible after recovery, the antenna (lufkin strip) will be rolled up to occupy smallest space and will be taped securely in this position.

5. The parachute will be disconnected from the capsule at the swivel either by using the special pliers provided by LMSD or by cutting the risers. Parachute will then be stowed separately in container other than capsule cannister. Parachute and capsule containers will both be transported to the Mainland for analysis.

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6. Capsule will be inserted in mylar bag; and mylar bag should be squeezed around capsule to eliminate as much air as possible before drawing string and sealing.

7. Mylar bag will be inserted in capsule cannister and the cannister will be locked with lock provided for this purpose. Care will be exercised to assure that locks remain open until placed on cannister after capsule has been inserted. Locked cannister will be delivered to Lt Colonel Ahola at predetermined area designated by him.

8. Personnel possessing radium-dialed watches will remove and store them prior to handling the capsule.

9. In event that recovery crews are exposed to the press, the recovery crew will be debriefed by Lt Colonel Ahola immediately upon landing.

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APPENDIX B

GROUND HANDLING INSTRUCTIONS AT HICKAM AFB

1. Capsule will be received by Commander, HCC at predetermined area. He will be responsible to have capsule transported in locked condition from aircraft or naval vessel to a secure area at Hickam AFB. Once the canister and its contents are inside the secure area, admittance to this area will be strictly limited to a list of persons to be provided by WDZ.
2. No official photography is required in secure area at Hickam.
3. Custody of capsule will be given to the courier (as designated specifically by WDZ) in the secure area at Hickam. Courier will be instructed specifically by WDZ regarding delivery of canister to Lockheed.
4. Twenty-four (24) hours prior to ETPD, the courier (or in his absence at Hickam a representative of the HCC) will call the 1502nd Air Transportation Sqdn. (Transportation control duty officer can be reached at following phones in this order: 413269, 415245, or 49252). The Duty Officer will be informed of the air transport requirement and the approximate time that DISCOVERER capsule may be ready for shipment. At this time tentative cargo aircraft will be determined. (Policy questions can be discussed with one of the following:



5. The courier (or alternate at HCC) will then determine the

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availability of a passenger flight by calling Base Transportation Officer, 6486th Transport Sqdn. on Extension 43186, 46187, or 44135. Contacts at this office (Traffic Coordinating Office) are [REDACTED]

6. Every effort should be made to secure the most timely flight, preferably one with a capability for pressurized storage of the cannister.

7. If a passenger flight is selected and is available, any necessary exercise of program priority should be invoked to assure accommodation of courier and cannister at expense of lower priority passenger or shipments.

8. The courier is responsible for finalizing all arrangements for transportation using MATS flights as primary and commercial or other military air as alternates. Local Hickam support requirements specified by courier, such as guards, transportation, etc., will be arranged by WDWL-5. After departure of courier with capsule, Commander, HCC will advise DCC in secure fashion by TWX of the name of courier and identification of air carrier with flight number, time, place of expected arrival in ZI. A brief narrative description of capsule condition should also be included here.

9. During Flight, the cannister should be kept if possible in pressurized section of aircraft or failing that in the section of the aircraft where moderate temperature prevails. Careful handling of cannister is required at all times to minimize shock and damage. Extremes and sharp variances in temperature should be avoided.

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