Major [illegible]aller/jm

[redacted] [redacted]

VWZD Official File Cy

CLASSIFICATION CHANGED TO [redacted]

AFR 205-2

[illegible] APR 1966

[illegible]

[illegible] VANDENBERG AFB CALIF

[illegible] LOS ANGELES CALIF

[illegible] SUNNYVALE CALIF

[illegible] SUNNYVALE CALIF

[illegible] VANDENBERG AFB CALIF [illegible]

[illegible] AIRCRAFT COMPANY VANDENBERG AFB CALIF [illegible]

[illegible] VANDENBERG AFB CALIF [illegible]

[illegible] AFB CALIF [illegible]

[illegible] AFB FLORIDA

[illegible]-10-7773-S.

[illegible] TV [illegible]

[illegible] FOR TV [illegible]

[illegible] FOR MR. [illegible]

[illegible] TV FOR VWZE/

DOWNGRADED AT 3-YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Cy 1 of 8 cys

19 1630

JUL 61

OFFICE SYMBOL	[redacted]	[redacted]		
NAME (SIGNATURE)				
DATE	[illegible], Major, USAF		[illegible] A. [illegible], JR., Colonel, USAF	

AFBMD Form 11
1 Nov 59

COORDINATION SHEET

Replaces AFBMD Form 11, 1 Jun 59

AIR FORCE [illegible], Ogden, Utah

[redacted]

[illegible] AIR BASE

[illegible] TEXT TO [illegible] COL. WENDALL. SUBJECT [illegible] DISCOVERER XXVI PRELIMINARY LAUNCH SUMMARY/FLIGHT TEST REPORT. FOLLOWING IS THE [illegible] SUMMARY REPORT [illegible] OF DISCOVERER XXVI/THOR [illegible]/AGENA B [illegible].

1. [illegible] OPERATIONS.

[illegible] OPERATIONS WERE STARTED AT [illegible] PDT ON 7 [illegible] 1961. DURING TASK 11, THE DISCONNECT COUPLING IN THE AGENA [illegible] LINE BECAME DAMAGED, AND [illegible] SEAL IN THE THOR PAD LIQUID OXYGEN SUPPLY SYSTEM FAILED. THESE PROBLEMS WERE CORRECTED BY REINSTALLING THE DISCONNECT COUPLING AND REPLACING THE [illegible] SEAL. THE FIRST AND ONLY COUNTDOWN HOLD WAS INITIATED AT T-45 MINUTES TO ALLOW COMPLETION OF WORK WHICH HAD BEEN DELAYED BY THE TASK 11 PROBLEMS. DURATION OF THE HOLD WAS 30 MINUTES. TERMINAL COUNT STARTED AT [illegible] PDT AND PROGRESSED NORMALLY TO LIFT OFF AT [illegible] PDT. THIS WAS THE FIRST ATTEMPT TO LAUNCH DISCOVERER XXVI.

2. BOOST PHASE.

A DATA [illegible] HAS BEEN NOTED IN THE THOR TELEMETERED CONTINUOUS CHANNELS BETWEEN T + 0.3 SECONDS AND T + 0.7 SECONDS. [illegible] DATA DURING THIS BRIEF PERIOD APPEARS TO

VW-ED [redacted]

[redacted]

[illegible] TO [illegible] APPARENTLY HAVE BEEN [illegible] BY A PARTIAL STEP CALIBRATION. [illegible] RECORDS OF AGENA ELECTRICAL POWER DATA CHANNELS ALSO SHOW ABNORMAL [illegible] AT THE TIME OF UMBILICAL RELEASE. [illegible] OF THESE ANOMALIES IS CONTINUING.

THE [illegible] ROLL PROGRAM AND CLEAN-OUT APPEAR TO HAVE BEEN SATISFACTORY. GROUND GUIDANCE STEERING COMMANDS WERE TRANSMITTED BETWEEN T + 92.1 SECONDS AND T + 140.8 SECONDS, AND VEHICLE RESPONSE TO THE COMMANDS APPEARS TO HAVE BEEN NORMAL. BOOSTER MAIN ENGINE CUTOFF OCCURRED AT T + 142.? SECONDS IN RESPONSE TO A GROUND GUIDANCE COMMAND. VERNIER ENGINE CUTOFF FOLLOWED 9.2 SECONDS OF VERNIER SOLO OPERATION. PRELIMINARY CALCULATIONS, BASED ON GUIDANCE SYSTEM TRACKING DATA, SHOW THAT THE [illegible] COAST APOGEE WAS 4.2 N.M. HIGHER THAN THE NOMINAL VALUE AND THE APOGEE VELOCITY WAS 5 FT PER SECOND [illegible] THAN THE NOMINAL VALUE.

[illegible] OSCILLATIONS ARE EVIDENT IN THE VEHICLE ACCELEROMETER DATA AS FOR PREVIOUS DISCOVERER FLIGHTS. MAXIMUM PEAK-TO-PEAK OSCILLATION AMPLITUDE WAS 1.7 G'S IN AGENA LONGITUDINAL ACCELEROMETER DATA.

3. COAST PHASE.

[illegible]

[redacted]

[redacted]

[illegible]

[illegible]

[illegible] SATISFACTORILY AT T + [illegible]

[illegible] THE COAST PHASE WAS SATISFACTORY.

C. ORBITAL STAGE [illegible]

[illegible] OCCURRED IN A NORMAL MANNER AT T + [illegible] SECONDS AND THE ENGINE OPERATED NORMALLY FOR [illegible] SECONDS. THE ENGINE WAS SHUTDOWN AT T + [illegible] SECONDS BY INTEGRATOR COMMAND. THE [illegible] VELOCITY GAIN INDICATED BY INTEGRATOR DATA DURING THE ORBITAL STAGE BOOST PERIOD WAS [illegible] FT/SEC. PRELIMINARY CALCULATIONS BASED ON RADAR TRACKING DATA SHOW THAT THE ACTUAL VELOCITY GAIN WAS APPROXIMATELY [illegible] FT/SEC GREATER THAN SHOWN BY THE INTEGRATOR. THE INTEGRATOR DATA RECORD [illegible]

[redacted]

[illegible]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[illegible] VANDENBERG AFB DAILY

[illegible], AND [illegible] RECORDS ARE [illegible]. THE ACQUISITION BEACON SIGNAL WAS TRACKED FROM LIFTOFF TO T + [illegible] SECONDS. THE VANDENBERG RADAR ACTIVELY TRACKED THE AGENA BEACON FROM LIFTOFF TO [illegible] SECONDS.

4. PAD DAMAGE.

DAMAGE TO THE [illegible] ON PAD [illegible] WAS LIGHT, AND NORMAL PAD REHABILITATION TIME IS EXPECTED.

[illegible]

[redacted]

[redacted]