

Mrj. Waller/im R & S-1

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1114

VWZD Official File C7

CLASSIFICATION CHANGED TO
SECRET

APR 20 1988
APR 1988

SECRET

SECRET W/ VANDERBERG AFB CALIF
SECRET W/ LOS ANGELES CALIF

SECRET W/ SUTTER/ROOSEVALE CALIF

SECRET W/ SUTTER & SPACE COMPANY SUTTERVALE CALIF

SECRET W/ SUTTER & SPACE COMPANY VANDERBERG AFB CALIF / COURIER / ZEN

SECRET AIRCRAFT COMPANY VANDERBERG AFB CALIF / COURIER / ZEN

INFO: 1 STRAT AIRCRAFT DIV VANDERBERG AFB CALIF / COURIER / ZEN

SECRET W/ PATRICK AFB FLORIDA

SECRET FROM VWZD-1-1-1-1

SECRET FOR RESEARCH CENTER FOR COL MOORE SUTTERVALE LMC/

SUTTERVALE FOR TRUCKS & R.J. DREIFUS/ SUTTERVALE LMC/VAFB FOR

DEPT 51-4 SUTTERVALE PAC/VAFB FOR MR. SICKMAN, INFO CTR 1

STRAT AIRCRAFT DIV FOR DEMAND POST AND DODD SUTTERVALE

17 8800

SEP 81

OFFICE (WARD)				
NAME (SIGNATURE)				
DATE				

AFBMD Form 11

COORDINATION SHEET

Replaces AFBMD Form 11, 1 Jun 59

1 Nov 59

Handwritten initials and marks

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 10 YEARS
DOD DIR 5200.107

[REDACTED]

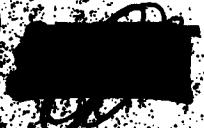
SUBJECT: [REDACTED] AND CALIF
GOUTH FOR COL. WHELL. SUBJECT CSM FLAME REPORT ON THE
LAUNCHING OF DISCOVERER II ABOUT SEPT 1961.

1. DISCOVERER II CONSISTS OF FOUR BOOSTER NO. 234 AND
AGENA 2 SERIAL STAGE NO. 1164 WAS LAUNCHED FROM VAFB
COMPLEX 75-1, PAD 1, AT 1400 GMT 14 SEP 61 ON 17 SEP 61. THE
PRIMARY LAUNCH OBJECTIVE, TO PLACE THE DISCOVERER
SATELLITE INTO ORBIT IN A NEAR-POLAR ORBIT, WAS
ACCOMPLISHED. DATA FROM THE VII RADAR FLIGHTING
BOARD GAVE AN EJECTION ALTITUDE OF 121 FEET PER MINUTE,
AN EJECTION VELOCITY OF APPROXIMATELY 21, 500 FPS, AND AN
EJECTION FLIGHT PATH ANGLE OF ABOUT 6 DEGREES. TRACKING
STATIONS AT HANAU AND HANAU HAVE CONFIRMED SERIAL
STAGE TRACKING INDICATED BY TELEMETRY AND RADAR BEACON
RECALL ON THE FIRST SERIAL STAGE.

2. PERFORMANCE OF LAUNCHING INDICATES THAT LAUNCH OBJECTIVE
WAS ACHIEVED AS FOLLOWS CSM /REFERENCE
DETAILS THE OBJECTIVE, LANS 44-104, SECTION 2/.

A. DISCOVERER BOOSTER OBJECTIVE ACHIEVED.

VEHICLE EJECTION WAS WITHIN 5% M. FLIGHT PATH ANGLE
WAS WITHIN 4 DEGREES, AND VELOCITY WAS WITHIN 50 FPS OF THE
NOMINAL VALUE AT BOOSTER EJECT. BOOSTER STAGES AND



DESCRIPTION OF THE INCIDENT AND CASE

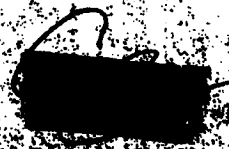
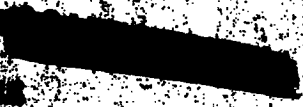
THIS INCIDENT WAS OBSERVED AND TRANSMITTED BY THE
EYE OF THE OBSERVER ON BOARD THE AIRCRAFT AND TRANSMITTED
TO THE OBSERVER AND TO THE OBSERVER'S HEAD. THE
OBSERVER AT THE TIME WAS OBSERVING AS A RESULT OF THE
OBSERVING. APPROXIMATELY 0.1 SECONDS BEFORE THE OBSERVING
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B. AREA OF OBSERVING AND OBSERVATION

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[REDACTED]

VEHICLE GENERAL VELOCITY AT THE FLIGHT BURSTING ALTITUDE.

[REDACTED]

VEHICLE GENERAL VELOCITY AT THE FLIGHT BURSTING ALTITUDE.

D. AERIAL ELECTRICAL POWER SYSTEM-OBJECTIVE ACHIEVED.

NO DEFENSES OF AERIAL ELECTRICAL POWER SYSTEM

FUNCTIONS WERE OBSERVED.

E. AERIAL PERFORMANCE AND FLIGHT CONTROL SYSTEM-OBJECTIVE

Achieved.

THE AERIAL PERFORMANCE SYSTEM RESPONDED PROPERLY TO

A 4.54 SECOND TIME-TO-YEAR CORRECTION AND A 2.61 SECOND

VELOCITY TO BE GAINED MANEUVERING COMMANDS BY THE

FLIGHT CONTROL SYSTEM. VEHICLE ATTITUDE APPEARS TO HAVE

BEEN CONTROLLED SATISFACTORILY DURING THE CRASH PHASE

AND THE CRITICAL POST-BLAST, AND CONTROL GAS KINETICS

WAS MAINTAINED WITHIN THE DESIGN LIMITS. ENGINE SHUTDOWN

WAS CONTROLLED AS DESIRED BY THE INTEGRATOR, AND

THE D-YEAR PROGRAM CONTROLLED THE TIME AND SEQUENCE OF

ALL PROGRAMMED EVENTS THAT WERE SCHEDULED TO OCCUR

FROM THE END OF THE BURSTING DATA AT VTL.

F. AERIAL SENSING OPERATIONS SYSTEM-OBJECTIVE

Achieved.

OPERATION OF THE ACQUISITION BEACON AND THE RADAR

BEACON WAS SATISFACTORY. THE TRACKED THE ACQUISITION

[REDACTED]

TYPE

[REDACTED]

1/6/64

PROPERTY TO VANDERBILT AND GAIN
TRACK FROM LIFTOFF TO T FIVE SIX SECONDS AND THE RANGE
TRACK FROM LIFTOFF TO T FIVE SIX SECONDS.

G. AIRBORNE SUPPORT SYSTEMS CHECKOUT ACHIEVED.

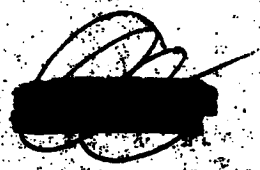
BOOSTER AND ORBITAL STAGE CHECKOUT WAS SATISFACTORILY
ACCOMPLISHED THROUGH THE PRE LAUNCH COUNTDOWN BY THE
AIRSPACE GROUND ELEMENT. PROBLEMS WERE ENCOUNTERED
WITH AN AMPLIFIER IN THE PAYLOAD AIR TEMPERATURE REGULATING
SYSTEM AND WITH ONE OF THE AERMA TEST PLUGS. THESE PRO-
BLEMS WERE RESOLVED DURING THE COUNTDOWN SATISFACTORILY
WITHOUT MAKING A HOLD NECESSARY.

H. DISCOVERY SYSTEM FACILITY CHECKOUT ACHIEVED.

THE AERMA TELEMETRY SIGNAL WAS RECEIVED AND
RECORDED BY WTS FROM LIFTOFF TO T FIVE SIX SECONDS AND
GOOD FLIGHT DATA WERE DERIVED FOR THE PERIOD FROM LIFTOFF
TO T FIVE SIX SECONDS. THE WTS VISOR RADAR PRODUCED
GOOD ANALOG AND DIGITAL DATA RECORDS FOR THE PERIOD FROM
LIFTOFF TO LOSS OF TRACK AT T FIVE SIX SECONDS. STATION
COMMUNICATIONS DURING THE LAUNCH OPERATION WERE ADEQUATE.

I. PRE LAUNCH COUNTDOWN

THE COUNTDOWN STARTED AT 08:00 EDT ON 17 SEP 61 AND PRO-
CEEDED TO LIFTOFF WITH NO HOLDS.



SECRET NO. 100-100000-100000

4. RAD DAMAGE

DAMAGE TO THE INSTRUMENT FROM THE RAD WAS
NORMAL, AND THE REPAIRS WERE LIMITED TO BE SIMILAR TO
THAT AFTER REPAIRS LAUNCHED FROM THE RAD.

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Cpt. G. G. G.

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