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VXXII

Maj Waller/jm

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UNCLASSIFIED

NOTE: On this report, Dts. Lippitt's hand-written copy was given to the TWX operator the night of the launch instead of a typewritten copy. This accounts for there being only (6) copies; usually there are (7). The next day I typed the official file copy and (5) courier copy and destroyed the original copy as classified waste. See Maj Waller on next report for instructions as to how it will go out.

George

Waller 11/6

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CLASSIFICATION CHANGED TO

UNITED STATES AIR FORCE AND CALIF

LA SPACE CENTER BY LOS ANGELES CALIF

CONTRACT WG / SATELLITE / SUNNYVALE CALIF

LOCKHEED MISSILE AND SPACE COMPANY SUNNYVALE CALIF

LOCKHEED MISSILE AND SPACE COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

LOCKHEED AIRCRAFT COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

LOCKHEED AIRCRAFT COMPANY VANDENBERG AFB CALIF / COURIER / ZEN

DET 1 HQ AIR FORCE LOGISTICS COMMAND SUPPORT GROUP VANDENBERG AFB CALIF / COURIER / ZEN

CONTRACT WG PATRIOT AFB FLORIDA

AFSCAN BIRMINGHAM AIR MATERIAL AREA NORFOLK AFB CALIF

HQ AIR FORCE LOGISTICS COMMAND WRIGHT PATERSON AFB OHIO

APR 205-2
8 APR 1966

DOWNGRADING TO 15 YEAR INTERVALS
DECLASSIFIED AFTER 15 YEARS
DOD EIR-5510-10

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21 21
OCT 61

OFFICE SYMBOL			
NAME (SIGNATURE)			
DATE	21 OCT 61		
		LUCAS R. BERRY, JR., Capt., USAF	

AFBMD Form 11
1 Nov 59

COORDINATION SHEET

Replaces AFBMD Form 11, 1 Jun 59

AIR FORCE FORMS, Copy 1, Used

CONFIDENTIAL
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CONFIDENTIAL - OBJECTIVE ACHIEVED.

AT 10:00 HOURS, VEHICLE POSITION WAS WITHIN A
 RANGE OF 100 METERS, FLIGHT PATH ANGLE WAS WITHIN 5 DEGREES
 OF 90 DEGREES, AND VELOCITY WAS WITHIN 10% OF THE
 NOMINAL VALUE. ENGINE SPEED AND EVENT COMMANDS
 WERE OBSERVED AND TRANSMITTED SUCCESSFULLY BY THE
 GROUND STATION DURING AND VEHICLE RESPONSE TO THE
 COMMANDS APPEAR TO HAVE BEEN FINE. MISSO OCCURRED
 AT TIME 10:11 HRS AS A RESULT OF DISRUPTION FROM GROUND
 STATION SIGNAL. VEHICLE REBOOT SEQUENCE LASTED
 20 SECS WITH 100% SUCCESS AT TIME 10:12 HRS. REBOOTING
 WAS INITIATED BY A GROUND STATION COMMAND AT TIME
 10:12 HRS. GROUND STATION DATA INCLUDE THE
 BOOSTER CRAFT APPROX ALTITUDE WAS 100 M, NOMINAL
 CLIM 100 M/S, AND THE BOOSTER CRAFT APPROX VELOCITY
 WAS 100 M/S. NOMINAL CLIM 100 M/S, THERE WAS THE
 GROUND STATION SIGNALS TO BE RECEIVED WITH A MEDIUM
 GROUND SIGNAL. AN ATTEMPT WAS MADE TO REINITIALIZE THE LOGGING
 DATA COLLECTION SYSTEM. THIS AND OTHER DATA...

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SECTION 1: GENERAL INFORMATION AND SCOPE

1.1. AREA: AIRFRAME AND ANTI-ICE - CONDUCTIVE AGENT

THE SYSTEMS OF STRUCTURAL PROTECTION IN THE AREA OF THE AIRFRAME HAS BEEN NOTED FROM THE LOSS OF PROTECTION. THE SYSTEMS WERE LATELY REPAIRS PROVIDED FOR THE COMPLETE REPAIRS OF THE SYSTEM AT T-115.

1.2. AREA: ENGINE SYSTEMS - CONDUCTIVE PARTIAL

ENGINE SYSTEMS OCCURRED IN A NORMAL MANNER AT T-115 AND THE ENGINE OPERATED FOR 17.5 SEC. ENGINE SYSTEMS OCCURRED PRIMARILY AT T-115 AS A RESULT OF VEHICLE TUMBLING. THE AIRFRAME DATA SHOW A SIGNIFICANT VELOCITY GAIN OF 1500 FPM FROM THE START TO THE END. THE DAMAGE PROVIDED BY THE AIRFRAME WAS SUFFICIENT TO SHOW THE VEHICLE CURRENT VELOCITY AT THE END OF THE TEST.

1.3. AREA: ELECTRICAL AND SYSTEMS - CONDUCTIVE AGENT

THE SYSTEMS OF ELECTRICAL SYSTEMS WERE REPAIRS PROVIDED FOR THE COMPLETE REPAIRS OF THE SYSTEM AT T-115.

1.4. AREA: FLIGHT CONTROL SYSTEMS - CONDUCTIVE AGENT

THE SYSTEMS WERE REPAIRS PROVIDED FOR THE COMPLETE REPAIRS OF THE SYSTEM AT T-115.

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REPORT TO WASHINGTON AND CALIF

THE ABOVE MENTIONED SYSTEM INTRODUCED PROBABLY TO
 A 2.5 SEC TIME TO THE ENGINEERING AND A 2.9 SEC VELOCITY -
 TO BE CALIBRATED SYSTEM COMMANDS BY THE SECOND
 COMMAND SYSTEM. VEHICLE ATTITUDE APPEARS TO HAVE BEEN
 CONTROLLED EFFECTIVELY DURING THE CRUISE PHASE. DURING
 THE MANEUVER PHASE THE HYDRAULIC PRESSURE DECREASED
 TO A MINIMAL LEVEL. HOWEVER, WITHIN 2.4 SEC, IT RAO
 INCREASED TO AN ABNORMALLY LOW VALUE WHERE IT REMAINED
 FOR APPROXIMATELY 12 SECONDS. DURING THE INTERVAL OF
 LOW HYDRAULIC PRESSURE, THE VEHICLE WAS TRULY
 UNSTABLE IN THE ROLL PLANE CAUSING A LOSS OF GYRO
 STABILIZATION. SUBSEQUENT TO RESUME OF HYDRAULIC
 PRESSURE AT 2.4 SECONDS, THE VEHICLE APPEARED STABLE
 IN ALL AXES BUT THE ROLLING SCANNER SHOWED BRUITS
 WHICH WERE PROBABLY DUE TO THE LOSS OF VIEW OF
 THE HORIZON DURING THE INITIAL INSTABILITY. AFTER APPROX-
 I-MATELY 12 SECONDS OF NORMAL CONTROL, THE HYDRAULIC
 PRESSURE WAS AGAIN LOST AT 2.8 SEC AND WAS ACCOMPANIED
 BY COMPLETE LOSS OF CONTROL. HIGH ANGULAR RATES WERE
 ATTAINED AND APPARENTLY RESULTED IN A PRIMARILY ROLLING
 MOTION IN ADDITION TO AN EXTREMELY HIGH RATE OF CONTROL

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██████████
██████████ THE P-38S WERE CONTROLLING
██████████ THE TIME INTERVALS OF ALL COMMUNICATIONS THAT
██████████ WERE TRANSMITTED TO OTHER PARTS OF THE TELETYPE
██████████ NETWORK.

F. AIRBORNE COMMUNICATIONS SYSTEM - OBJECTIVE
██████████
██████████ OF THE AIRBORNE SYSTEM AND THE BARR
██████████ NETWORK. THE TRACKING THE AIRBORNE
██████████ NETWORK FROM 1000 TO 1100 HOURS AND ACTUALLY
██████████ TRACKING THE BARR NETWORK FROM 1000 TO 1100 HRS.
██████████ AT 1100 HRS THE TIME OF TELETYPE DATA LOSS. ALL
██████████ TELETYPE CHANNELS WERE OPERATING. AT THE TIME THE
██████████ CRITICAL TIME WAS 0100 HRS. IN THE NIGHT-ON POSITION,
██████████ IN THE BARR NETWORK, AND ALTERNATE RE-ENTRY BARR
██████████ NETWORK. NO OTHER CHANNELS WERE DOWN DURING THE AIRBORNE
██████████ PHASE.

G. AIRBORNE COMMUNICATIONS SYSTEM - OBJECTIVE ACHIEVED.
██████████
██████████ NETWORK AND CRITICAL TIME CHECKOUT WAS SATISFACTOR-
██████████ ILY ACCOMPLISHED DURING THE 100-1000 COUNTDOWN BY
██████████ THE AIRBORNE COMMUNICATIONS SYSTEM. A PROBLEM OCCURRED
██████████ DURING TASK 6 WITH THE AIR-CONTROLLING AIRBORNE. THE

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... THE ... AIR CABLE ...
... THE ... SYSTEMS IN PLACE ...
... ANOTHER ...
... TERMINAL ... WHEN ...
... TELEMETRY SIGNAL ...
... ALSO DURING ...
... TELEMETRY ...
... SEVERAL ...
... SIGNAL

A. ... SENSITIVE ...

... SIGNAL WAS RECEIVED AND ...
... DATA WERE ...
... TRACK AT ...
... STARTING AT ...
... LAUNCH ...
... OPERATION ...

A. THE LAUNCH ...

... STARTING AT ...
... TOTALING ...
... TRACK

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