JOINT MESSAGEFORM

SECURITY CLASSIFICATION: [redacted]

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

U RTD (17)

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PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE			
INFO						

FROM:

6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF.

TO: SPACE SYSTEMS DIV LOSA CALIF

VWZD 29-9-262

SUBJECT: 8-HOUR LAUNCH FLASH REPORT

I. A SATELLITE VEHICLE CONSISTING OF THOR BOOSTER NO. 351 AND AGENA D ORBITAL STAGE NO. 1154 WAS LAUNCHED ON THE SECOND ATTEMPT FROM VAFB COMPLEX 75-1 PAD 2 AT 1634:49.58 PDT ON 29 SEPTEMBER 1962. THE PRIMARY LAUNCH OBJECTIVE, TO PLACE THE AGENA SATELLITE WITH PAYLOAD IN A NEAR-POLAR ORBIT, WAS ACCOMPLISHED. THE VTS RADAR PLOTBOARD INDICATED THE FOLLOWING APPROXIMATE INJECTION CONDITIONS: ALTITUDE, 130 STATUTE MILES; PAD REFERENCED VELOCITY, 24900 FPS; ELEVATION FLIGHT PATH ANGLE, APPROXIMATELY 0 DEG; AZIMUTH FLIGHT PATH ANGLE, APPROXIMATELY 154 DEG. THE ORBITAL PERIOD ATTAINED APPEARS TO BE NEAR-NOMINAL, BASED ON FIRST PASS ACQUISITION.

SPECIAL INSTRUCTIONS:

By authority of [redacted] 2 Dec 72 APR 1966

CLASSIFICATION CHANGED TO [redacted]

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

DATE | TIME

MONTH | YEAR

WRITER

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TYPED NAME AND TITLE (Signature, if required): C. S. WALLER, 1LT, COL, USAF

PHONE: 866-5831 | PAGE NR.: 1 | NR. OF PAGES:

SECURITY CLASSIFICATION: [redacted]

RELEASER

SIGNATURE: Charles S. Waller

TYPED (or stamped) NAME AND TITLE

DD FORM 1 MAY 58 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION [redacted]

FROM: 6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF. [redacted]

PRELIMINARY VALUES OF SIGNIFICANT LAUNCH EVENTS ARE:

LIFTOFF (1634:49.58 PDT)	ZERO
STEERING INITIATED	91.76 SEC
MECO (S1)	146.63 SEC
VECO	155.60 SEC
ENABLE D1 AND D2 (S2)	151.53 SEC
D1 ON	154.24 SEC
D1 OFF	155.69 SEC
D2 ON	155.81 SEC
D2 OFF	161.56 SEC
SEPARATION COMMAND (S3)	162.07 SEC
SEPARATION COMPLETE	164.7 SEC
ULLAGE ROCKET IGNITION	183.84 SEC
AGENA ENGINE IGNITION	197.96 SEC
AGENA THRUST ATTAINMENT (90 PER CENT PC)	199.07 SEC
AGENA BURNOUT (70 PER CENT PC)	435.83 SEC
VTS VERLORT RADAR FADE	448 SEC
VTS ACQUISITION BEACON FADE	485 SEC
VTS TELEMETRY DATA FADE (LINK 1)	489 SEC

SYMBOL | PAGE NR 2 | NR OF PAGES | SECURITY CLASSIFICATION [redacted] | INITIALS

DD FORM 1 MAY 55 173-1 [redacted]

JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION: [redacted]

FROM:

6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF. [redacted]

II. ALL BOOSTER SUBSYSTEMS PERFORMED SATISFACTORILY AND, IN RESPONSE TO GROUND GUIDANCE SYSTEM COMMANDS, PROVIDED THE REQUIRED COAST APOGEE CONDITIONS.

GROUND GUIDANCE SYSTEM DATA INDICATE THAT BOOSTER COAST APOGEE ALTITUDE WAS 196.97 NM (NOMINAL: 196.93 NM) AND THE VELOCITY WAS 10,068 FPS (NOMINAL: 10,070 FPS).

III. ALL AGENA VEHICLE SUBSYSTEMS PERFORMED SATISFACTORILY DURING LAUNCH TO PROVIDE THE PROPER TRAJECTORY CONDITIONS AT AGENA ENGINE SHUTDOWN.

AT THE TIME OF SIGNAL FADE AT VTS, ALL VEHICLE SUBSYSTEMS WERE FUNCTIONING NORMALLY WITH AN ADEQUATE SUPPLY OF CONTROL GAS REMAINING AND THE ORBITAL TIMER WAS SET AT 5408 SEC (STEP 16), IN THE RESET-ON POSITION, IN THE INCREASE MODE, AND ALTERNATE RE-ENTRY DISARM STATE.

IV. THE AEROSPACE GROUND EQUIPMENT IN GENERAL FUNCTIONED SATISFACTORILY To ACCOMPLISH BOOSTER AND ORBITAL STAGE PRE-LAUNCH CHECKOUT; HOWEVER, THE FOLLOWING DISCREPANCIES WERE NOTED:

1) A LMSC FUEL VENT VALVE STUCK AND WAS CLOSED MANUALLY.

2) THE LMSC PAYLOAD AIR CONDITIONING VENT (ACE) MALFUNCTIONED.

SYMBOL	PAGE NO. 3	NR. OF PAGES	SECURITY CLASSIFICATION [redacted]	INITIALS

DD FORM MAY 65 173-1 [redacted] U.S. GOVERNMENT PRINTING OFFICE: 1965—800170

JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION [redacted]

FROM:

6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF [redacted]

V. THOR-AGENA VEHICLE 351/1154 WAS LAUNCHED ON THE SECOND COUNTDOWN ATTEMPT.

THE FINAL COUNTDOWN WAS INITIATED AT 0835 PDT 29 SEPTEMBER 1961 AND PROGRESSED TO LIFTOFF WITH NO INTERRUPTIONS OR HOLDS.

THE FOLLOWING PROBLEMS AND DELAYS WERE ENCOUNTERED.

1. TASK 1 - DAC REQUIRED ADDITIONAL TIME TO VERIFY R-1 AND R-2 DAY CHECKS.

2. TASK 2 - ADDITIONAL TIME WAS REQUIRED TO INSTALL THE AGENA UMBILICALS WHICH HAD BECOME CONTAMINATED DURING THE FIRST COUNTDOWN.

3. TASK 7 - THE TELEMETRY MONITOR READING OF AGENA REENTRY SELECTOR WAS INTERMITTENT AND REMAINED QUESTIONABLE THROUGHOUT COUNTDOWN.

4. TASK 9 - ADDITIONAL CHECKS WERE REQUIRED TO VERIFY OPERATION OF AGENA LINK 2 TELEMETRY.

5. TASK 11 - THE MPSO ENCOUNTERED A TELEMETRY RECEPTION INTERMITTENCY WHICH EVENTUALLY CLEARED ITSELF.

6. TASK 16 - AN AGENA FUEL LINE VENT VALVE STUCK. NORMAL OPERATION RETURNED DURING CYCLING TESTS.

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JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION [redacted]

FROM:
6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF. [redacted]

THE FIRST COUNTDOWN WAS INITIATED AT 0840 PDT ON 27 SEPTEMBER 1962 AND PROCEEDED TO PHASE III OF THE TERMINAL COUNT WHEN IT WAS ABORTED AT 1700 DUE TO A THOR UMBILICAL PROBLEM. ONE HOLD OF 30 MIN DURATION WAS IMPOSED AT 1630 (T-11 MIN 15 SEC).

DURING THE COUNTDOWN THE FOLLOWING PROBLEMS WERE ENCOUNTERED:

1) IN TASK 3 THE AGE AIR CONDITIONING UNIT FOR THE PAYLOAD BLANKET WAS INOPERATIVE AND WAS REPLACED. THE PERFORMANCE OF THE REPLACEMENT UNIT WAS MARGINAL.

2. THE TELEMETRY MEASUREMENT OF AGENA LIFE-BOAT GUIDANCE GAS PRESSURE WAS QUESTIONABLE. THE LIFEBOAT SPHERE WAS OFF LOADED AND RELOADED TO VERIFY THAT LOADING WAS PROPER.

3. A FUEL VENT VALVE OF THE AGENA AGE STUCK. THE VALVE WAS CLOSED MANUALLY.

4. IN PHASE III THE THOR MAIN ELECTRICAL UMBILICAL WAS PULLED FROM THE THOR VEHICLE DUE TO IMPROPER INSTALLATION OF THE UMBILICAL. AFTER 30 MINUTES EVALUATION THE LAUNCH WAS CANCELLED BECAUSE INSUFFICIENT TIME REMAINED TO REPLACE

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JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION [redacted]

FROM:

6595 AEROSPACE TEST WG VANDENBERG AFB, CALIF. [redacted]

THE UMBILICAL AND ACCOMPLISH LAUNCH BEFORE LOSS OF RANGE CLEARANCE (TRAINS) FOR THE REMAINDER OF THE LAUNCH WINDOW.

PAD DAMAGE:

MORE THAN USUAL DAMAGE OCCURRED TO THE LMSC ELECTRICAL CABLES AND AIR CONDITIONING DUCTS AT THE BASE OF THE MAST; HOWEVER, PAD RECOVERY CAN BE ACCOMPLISHED AS SCHEDULED.

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