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PRIORITY PILOT

TEXASCON

EYES ONLY HAROLD BROWMAN

A. MISSION 1201-3. AS YET THERE IS NO DEFINITION OF THE SYSTEM MALFUNCTION WHICH RESULTED IN LOSS OF RV-3. GUESSES ARE:

- 1) DRONE CHUTE UNABLE TO PULL OUT MAIN
- 2) MAIN CHUTE FAILED UNDER DEPLOYMENT LOADS

TIME FROM EXPECTED DEPLOYMENT OF MAIN TO LOSS OF TELEMETRY SIGNAL WAS APPROX. 180 SECONDS, WHICH IS INDICATIVE OF A STREAMER OR BALLISTIC BODY. MESSAGES RECEIVED FROM RECOVERY FORCES HAVE BEEN QUOTED IN [] 2987 (112545Z JUL 71) WHICH WAS TRANSMITTED TO PILOT EARLY SUNDAY EVE 180 (11 JULY). RECOVERY FORCES REPORTED SEEING DROGUE CHUTE WITH STRAP BUT NO MAIN CHUTE BAG; DROGUE WAS NOT RECOVERED. TWX GIVES TIMES

Approved for
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 Historical
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 Division
 AR 70-14, 1 AUG
 2012

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OF ACQUISITION AND LOSS OF CAPSULE TELEMETRY (DELTA 1 AND DELTA 2). EARLY REPORTS INDICATED ACQUISITION OF BEACON (DELTA 3) WHICH ACTIVATES AFTER SURFACE IMPACT; THESE REPORTS WERE ERRONEOUS AND WERE PROBABLY CAUSED BY SPURIOUS SIGNALS FROM RECOVERY AIRCRAFT. ONE CREW REPORTED SOME DISCOLORATION AND BUBBLES ON OCEAN SURFACE BUT NO DEBRIS.

B. MISSION 1201-4. AT END OF CONSTANT VELOCITY RUN FOLLOWING TRANSFER OPERATION, "B" SIDE UNDERTESSION CONDITION RESULTED IN ESD. SYSTEM WAS RESTORED TO NORMAL OPERATION BY CREEP AT REV 411 COOK WITH ESD OVERRIDE. WITH ESD AGAIN ENABLED, SATISFACTORY SYSTEM OPERATION WAS OBSERVED ON TELEMETRY DURING ANOTHER CREEP (REV 417 BOSS), CONSTANT VELOCITY (419 COOK) AND FULL PHOTO OPERATION (424 COOK). NO FURTHER PROBLEMS ENCOUNTERED. NORMAL PAYLOAD OPERATIONS HAVE BEEN RESUMED. SSC ANALYST SUSPECTS POSSIBLE INTERMITTENT CONNECTION IN TO "B" ELECTRONICS AS CAUSE OF PROBLEM.

C. MEETINGS AND MANAGEMENT DISCUSSION WILL TAKE PLACE 12 JULY TO DEVELOP GROUND RULES FOR OPERATION OF RV-4. LOCAL GWC REPS HAVE RECOMMENDED DECREASING FILM LOAD IN RV-4 TO 230 LBS (OR 140 IN PONO). (A FULL LOAD IS APPROX. 425 LB. AN RV FULLY LOADED WITH FILM WEIGHS APPROX. 1525 LBS. AT TIME OF RETRO AND APPROX. 1125 HANGING ON PARACHUTE). THE SPO WILL PRESUMABLY REACT TO THAT

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RECOMMENDATION EARLY THIS WEEK. SOC INPUTS ON COVERAGE REQUIREMENTS ARE NEEDED AS SOON AS POSSIBLE AND COULD INFLUENCE DECISION.

D. WE WILL ALSO REVISE PLANS FOR RV-4 ENGINEERING. FOR TIME BEING WE ARE CONTINUING WITHOUT REWIND (IE 5 IPS MAX) AND ALLOWING NO 30 DEGREE SCAN OPERATIONS.

E. NO CHANGE IN BATTERY STATUS; NO OTHER VEHICLE PROBLEMS.

F. NEXT ORBIT ADJUST SCHEDULED FOR REV 449.

G. WE PLAN SHORT ENGINEERING OP ON REV 415 TO ACQUIRE MOBILE CORN TARGET AT AND FIXED TARGET AT

H. TOTAL FILM REMAINING ABOARD VEHICLE AFTER TRANSFER FROM RV-3 WAS:

A: 27,245 FEET

B: 27,280 FEET

ESTIMATED USAGE AFTER REV 431 IS:

A: 1291 FEET

B: 1293 FEET

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