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BYE-109733-71
Copy 13 of 15
28 July 1971

MEMORANDUM FOR THE RECORD

SUBJECT: RV-3 Recovery Planning Meeting

1. A meeting was held to plan the possible recovery of the third HEXAGON RV from Mission 1201. Attachment I is a list of attendees. Attachment II is the agenda.

2. The Navy proposed the use of the deep submergence vehicle Trieste. At the present it is certified to a depth of 13,000 feet. A test dive is planned to 20,000 feet in August. No trouble is anticipated in demonstrating this capability. The location of the RV would first be determined prior to deploying the Trieste. The impact point must be determined as accurately as possible (action - SP-7). Based on the impact point, it is necessary to predict the sink rate and the effect of the currents on the descending RV. P.E. and McDonnell Douglas need to estimate the shape of the RV, the effective density to determine the location on the ocean floor and the terminal velocity to assess the penetration (action - P.E. and McDonnell). A good current profile of the area is available and will be supplied (action - NAVOP 03U2).

3. The Trieste will use a cable with a hook to retrieve the RV and/or take-up. P.E. and MWC are to define the potential attach points, the weight in water, and the weight in air (action - NRO and NAVOP).

4. The RV will be located by a search team contracted for by NAVOP 03U2 with funds supplied by the NRO. The estimate for ten days of search time plus four days of travel time is \$100K. The NRO is looking into the best method of transferring the funds (action - NRO).

5. During the recovery operation, voice contact will be available with the Trieste. They will be photographing the RV using 1600 watt lights. They will hook the RV with the boom hook. Some advice

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may be necessary from HEXAGON personnel. Ninety percent of the ship's crew are contract civilian personnel, so this should not be a security problem. Probably the three men in the Trieste, four divers, the film processor, and the leader of the search team will need to be cleared (action - OSP).

6. At a depth of less than 120 feet, the RV/TU will be covered with a canvas bag by the divers and transferred to the surface ship. The RV/TU will be placed in a light tight can, partially filled with water. If it is possible, an existing can will be used (action - SP-7 and OSP). Eastman Kodak, P.E., and McDonnell Douglas will determine the probable amount of damage from an analysis of the impact, update their analysis as a result of photographs, and obtain the equipment necessary to despool. The despooling will be by hand and will be a slow process. OSP will function as the contact point for the Navy and will coordinate the effort (action - OSP).

7. The search team will start modifications on 16 August and start the search on 24 August. The Trieste will recover the vehicle sometime in September. The despooling operation should plan on starting about 27 September.

8. The consensus was that there was a good chance of recovering the RV and that the film would be usable with some small degradation.



DONALD W. PATTERSON
HEXAGON Sensor Subsystem Program Director

Attachments a/s stated

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Distribution:

Cy 1 - Col. F. S. Buzard
Cy 2 - L/C J. P. Hillock, Jr.
Cy 3 - Maj. R. A. Schow, Jr.
Cy 4 -
Cy 5 -
Cy 6 - Mr. L. Molaskey
Cy 7 - D/OSP
Cy 8 - DD/OSP
Cy 9 - C/SS/OSP
Cy 10 - D/PRS/OSP
Cy 11 - DD/PRS/OSP
Cy 12 -
Cy 13 - PRS/File
Cy 14 - PRS/Chrono
Cy 15 - RB/OSP

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Attachment I

RV-3 RECOVERY PLAN

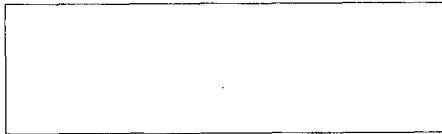
27 July 1971

Attendees

Cdr. E. E. Henifin

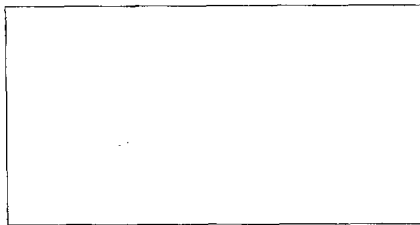
L/C J. P. Hillock, Jr.

Maj. R. A. Schow, Jr.



Mr. L. Molaskey

Mr. D. W. Patterson



Attachment I to
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Attachment II

RV-3 RECOVERY PLAN

27 July 1971

Agenda

1. RE-ENTRY FOOTPRING
2. IMPACT LOADS AND DAMAGE ASSESSMENT
3. RECOVERY CONFIGURATION AND CONSTRAINTS
4. EQUIPMENT REQUIREMENTS
5. DESPOOLING AND PROCESSING
6. PAYLOAD HANDLING
7. TRANSPORTATION/LOGISTICS
8. ORGANIZATION
9. SECURITY
10. SCHEDULE
11. COST AND FUNDING

Attachment II to
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