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170 PAGES
22 JANUARY 1959

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DISCOVERER - CORONA

GENERAL BRIEFING PORTFOLIO

Declassified and released by the NRO

In Accordance with E. O. 12958

on NOV 26 1997

[REDACTED]
[REDACTED]

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Notice of Page Substitution

Scope

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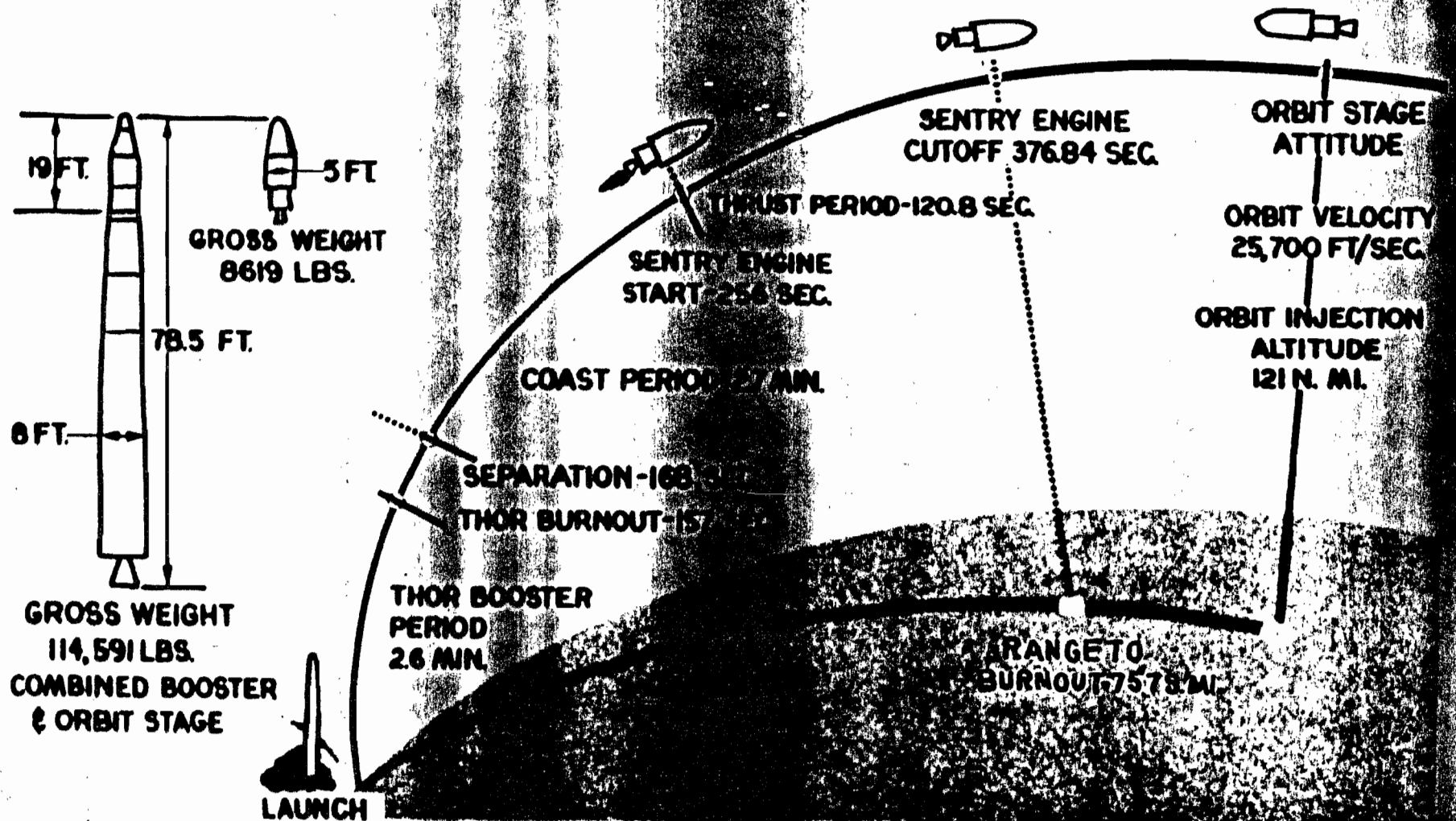
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GENERAL SCHEDULE

	1958						1959														
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
SYSTEM ANALYSIS	=====																				
DESIGN		=====																			
TEST			=====																		
FLIGHT													2	2	2	2	2	2			

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DISCOVERER TRAJECTORY TO ORBIT

183° EAST OF NO-VAFB - FLT. N°5

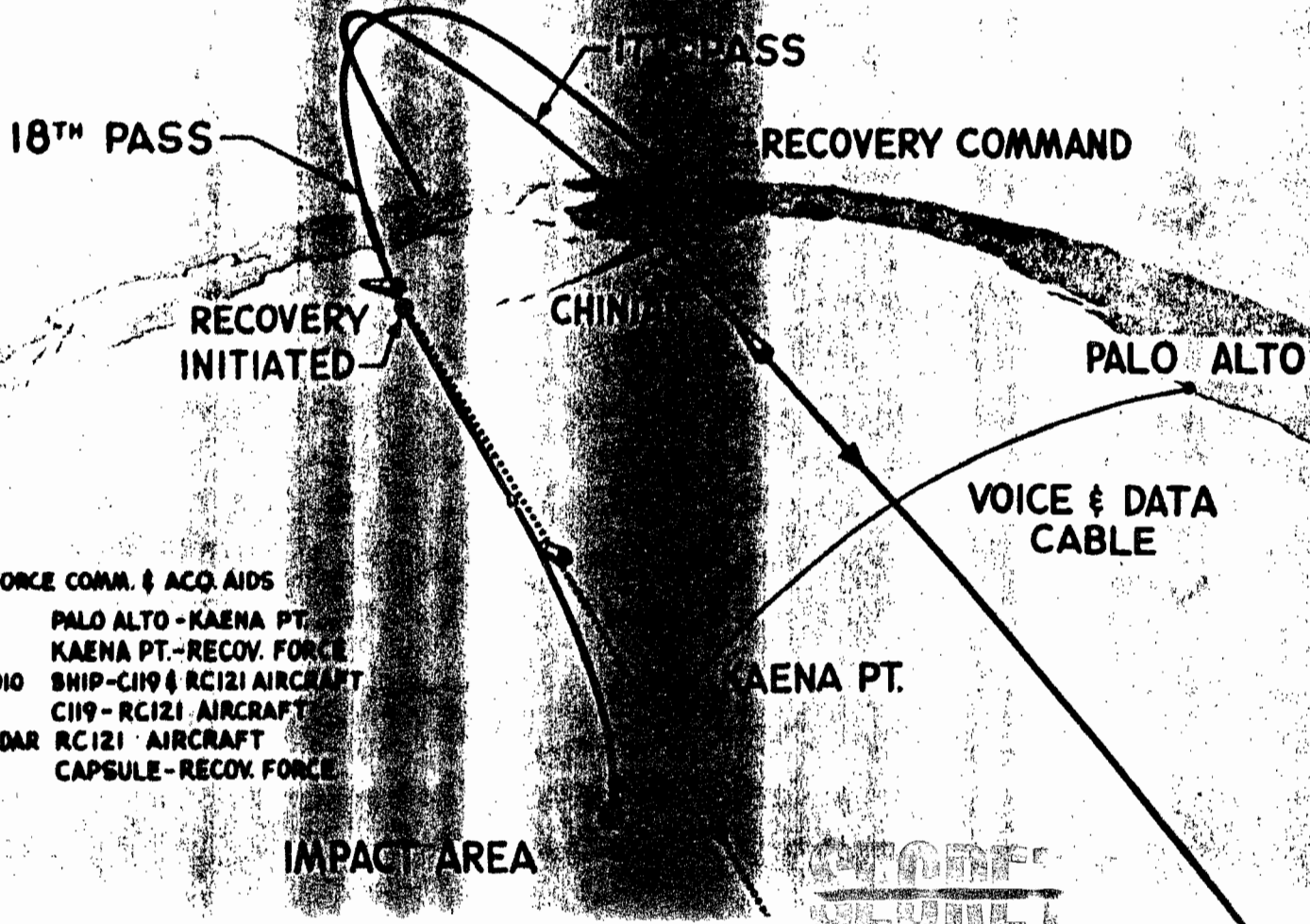


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UNCLASSIFIED

WS117L RECOVERY ORBITS

PROGRAM IIA



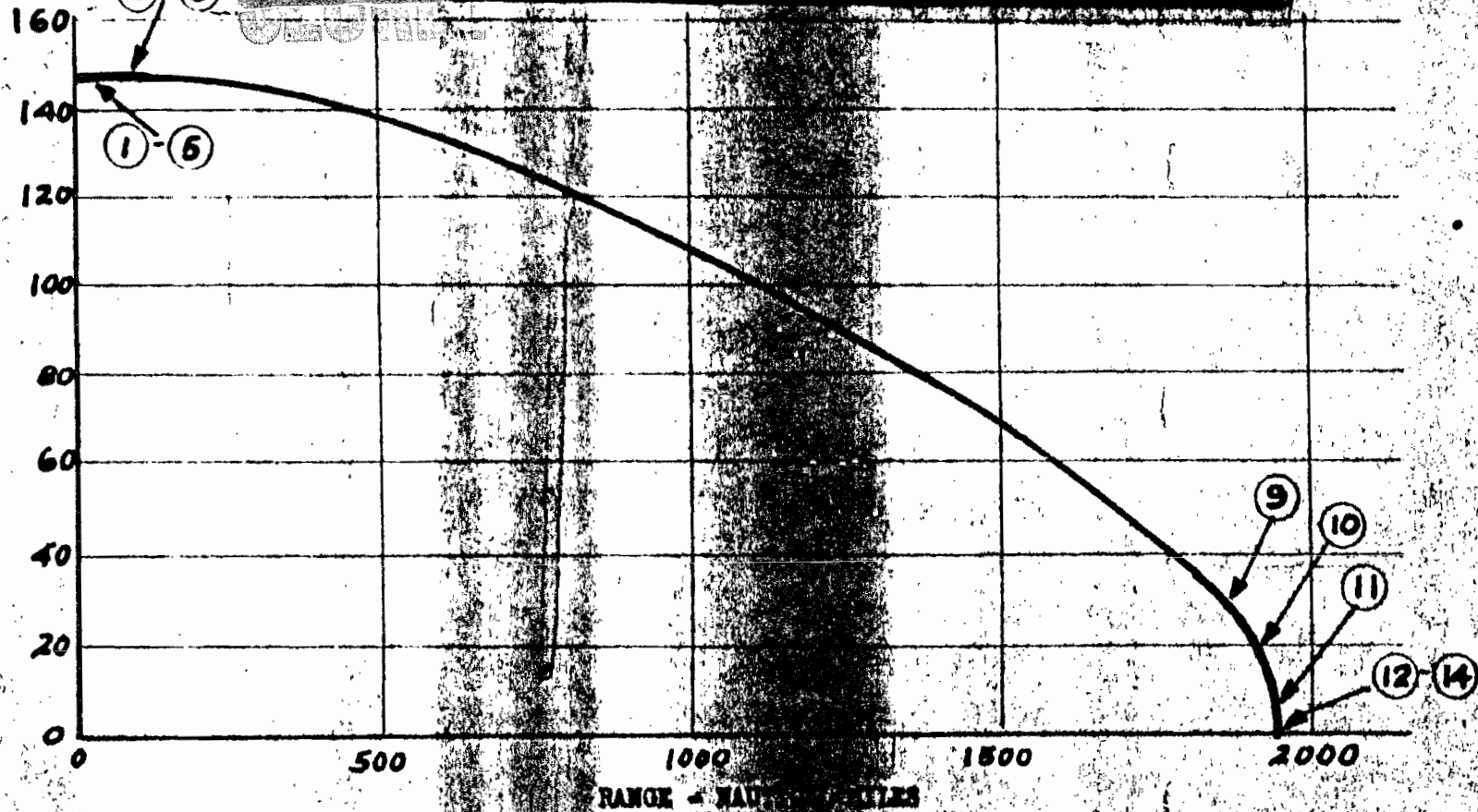
- | | |
|----------------------------------|----------------------------|
| RECOVERY FORCE COMM. & ACQ. AIDS | |
| DATA CABLE | PALO ALTO - KAENA PT. |
| HF RADIO | KAENA PT. - RECOV. FORCE |
| VHF/UHF RADIO | SHIP-C119 & RC121 AIRCRAFT |
| IFF RADIO | C119 - RC121 AIRCRAFT |
| APS 20/45 RADAR | RC121 AIRCRAFT |
| VHF BEACON | CAPSULE - RECOV. FORCE |

IMPACT AREA

SECRET
UNCLASSIFIED

RECOVERY SEQUENCE

ALTITUDE - STATUTE MILES

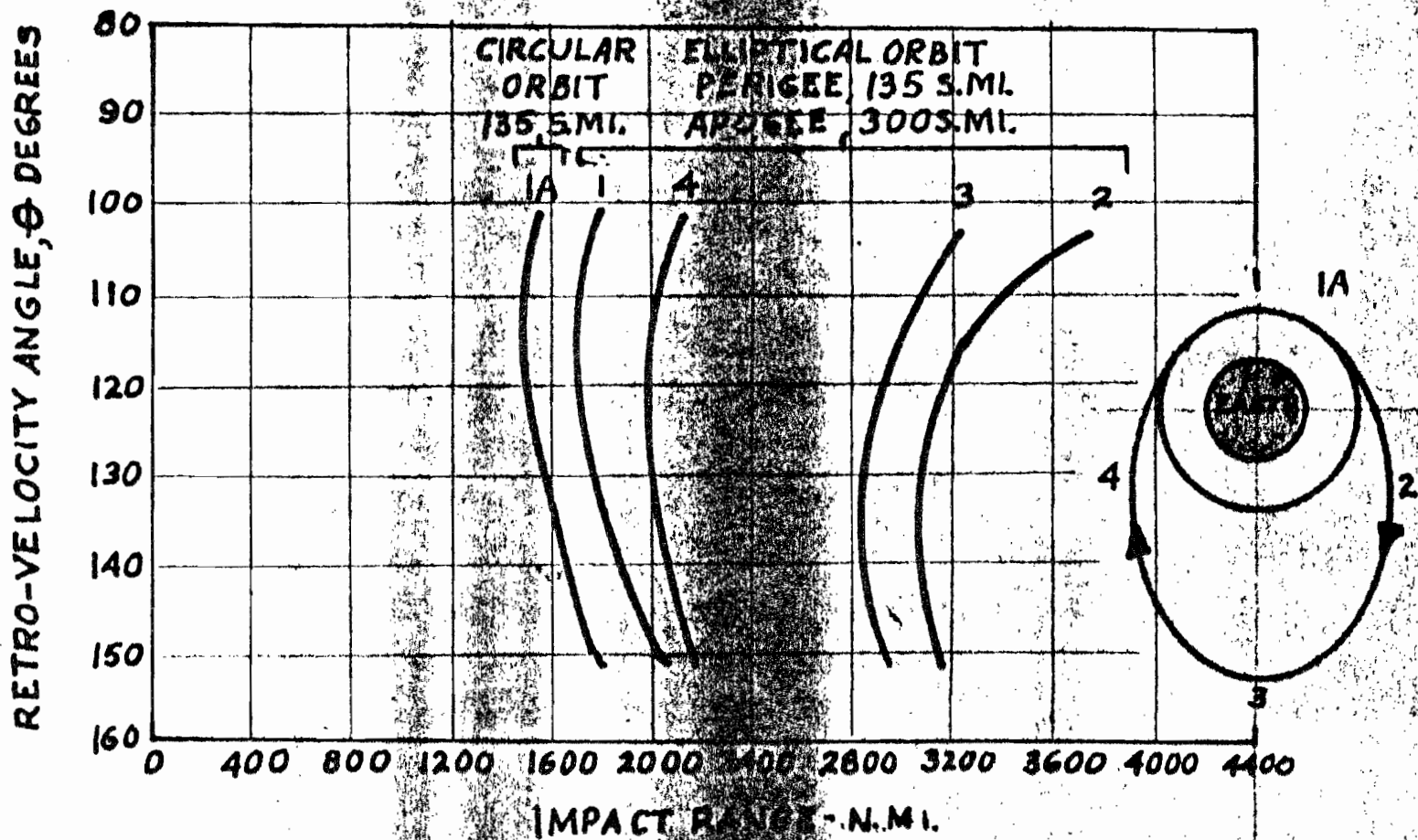


- | | |
|---|--|
| (1) CAPSULE ARM (TIME 0) | (11) PARACHUTE DEPLOYED |
| (2) CAPSULE UMBILICAL DISCONNECT (1.5 SEC) | (12) CHUTE DISPERSED |
| (3) CAPSULE EJECT (1.5 SEC) | (13) PARACHUTE ANTENNA ERECTED |
| (4) SPIN UP TO 65 RPM (2.5 SEC) | (14) PARACHUTE & LIGHT ENERGIZED |
| (5) FIRE RETROCKET (3.5 SEC) | (15) AIR PICKUP ACCOMPLISHED (10,000 FT. ALT.) |
| (6) RETROCKET BURNOUT (1.5 SEC) | (16) WATER ENTRY IF AIR PICKUP FAILS |
| (7) DESPIN TO APPROXIMATELY 2000 RPM (1.5 SEC) | (17) MARKER DISPERSED |
| (8) THRUST CONE AND ROCKETS EJECTED (15 SEC) | (18) WATER PICKUP ACCOMPLISHED |
| (9) DECELERATION SWITCH STARTS TIMER (135,000 FT. ALT.) | |

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WS117L PROGRAM IIA

IMPACT RANGE VS RETRO ROCKET FIRING ANGLE



PREDICTED IMPACT AREAS

PRELAUNCH-AREA I

PERFORMANCE VARIATIONS
RETRO ATTITUDE & VELOCITY
REENTRY DRAG

90% PROBABILITY

DOWNRANGE - 750 N. MILES
CROSSRANGE - 400 " "

POST TRACKING-AREA II

TRACKING ACCURACY
RETRO ATTITUDE & VELOCITY
REENTRY DRAG

90% PROBABILITY

DOWNRANGE - 97 N. MILES
CROSSRANGE - 36 " "

99.7% PROBABILITY

DOWNRANGE - 176 N. MILES
CROSSRANGE - 66 " "

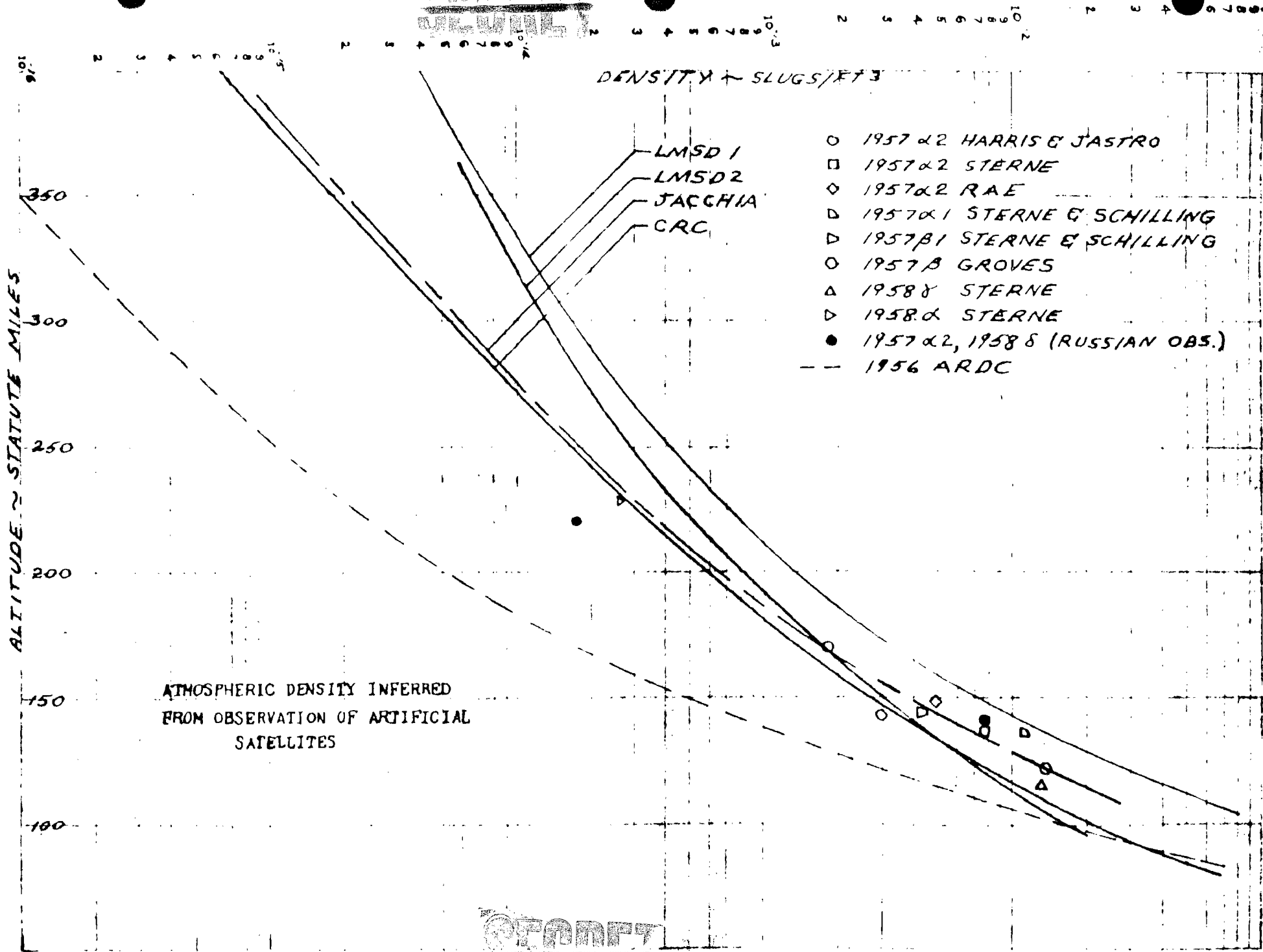
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RE-ENTRY DISPERSION SUMMARY

COMPONENT	DOWN RANGE	SIDE RANGE
RETRO ROCKET DYNAMICS	± 67 N.M.	± 32 N.M.
2% VARIATION IN I_{sp}	± 34 "	± 0 "
± 2 SEC. SEPARATION TIME ERROR	± 8 "	± 0 "
RADAR TRACKING	± 44 "	± 9 "
RE-ENTRY WIND	± 2 "	± 2 "
± 15 % VARIATION IN $C_D A/M$	± 10 "	± 0 "
	± 88 N.M.	± 33 N.M.

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Notice of Page Substitution

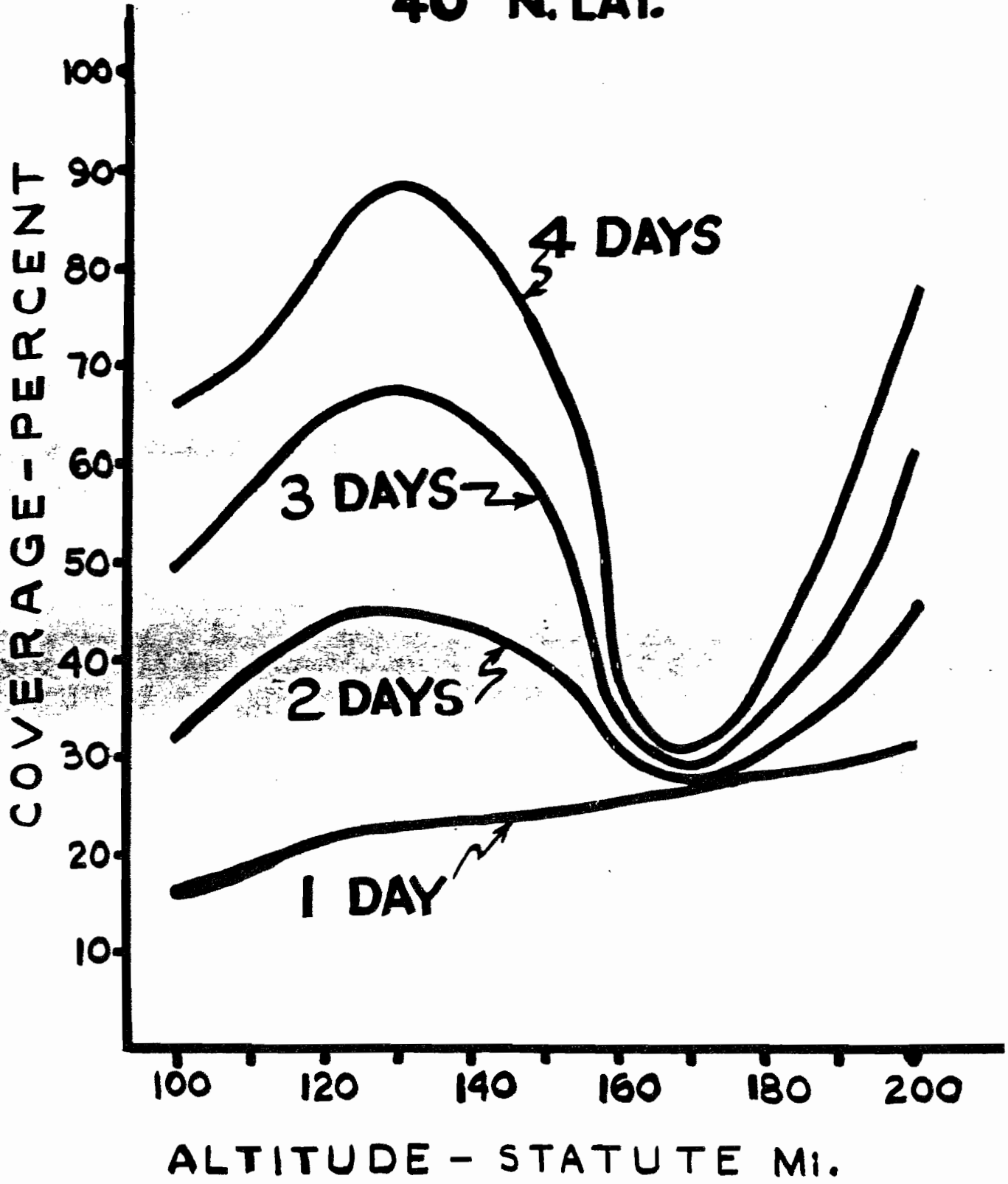
Coverage

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***** NOTICE OF REMOVED PAGES *****

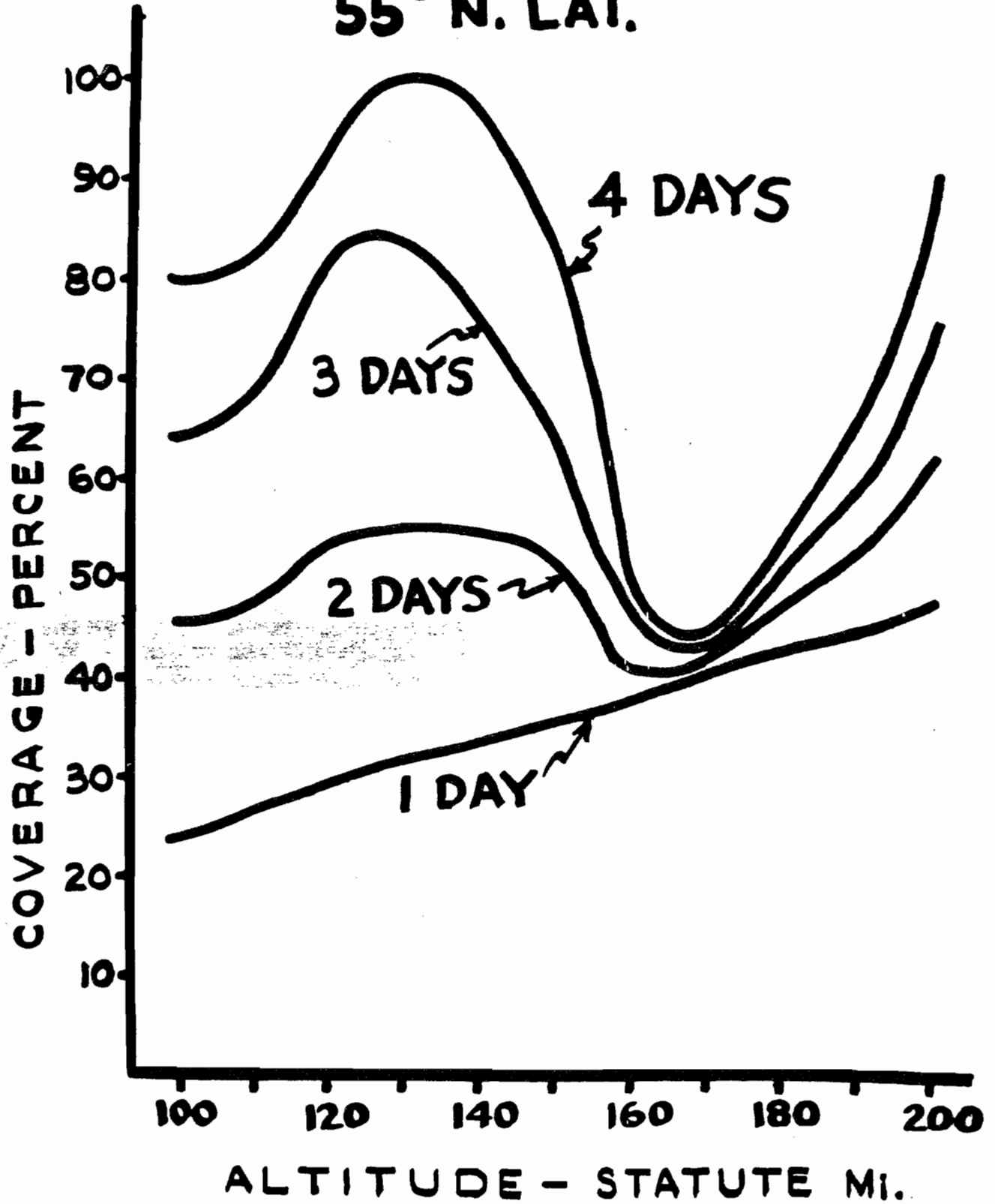
Pages 9 through 12 of CORONA, ARGON, LANYARD programmatic information are not provided because their full text remains classified.

40° N. LAT.



COVER AGE Vs ALTITUDE

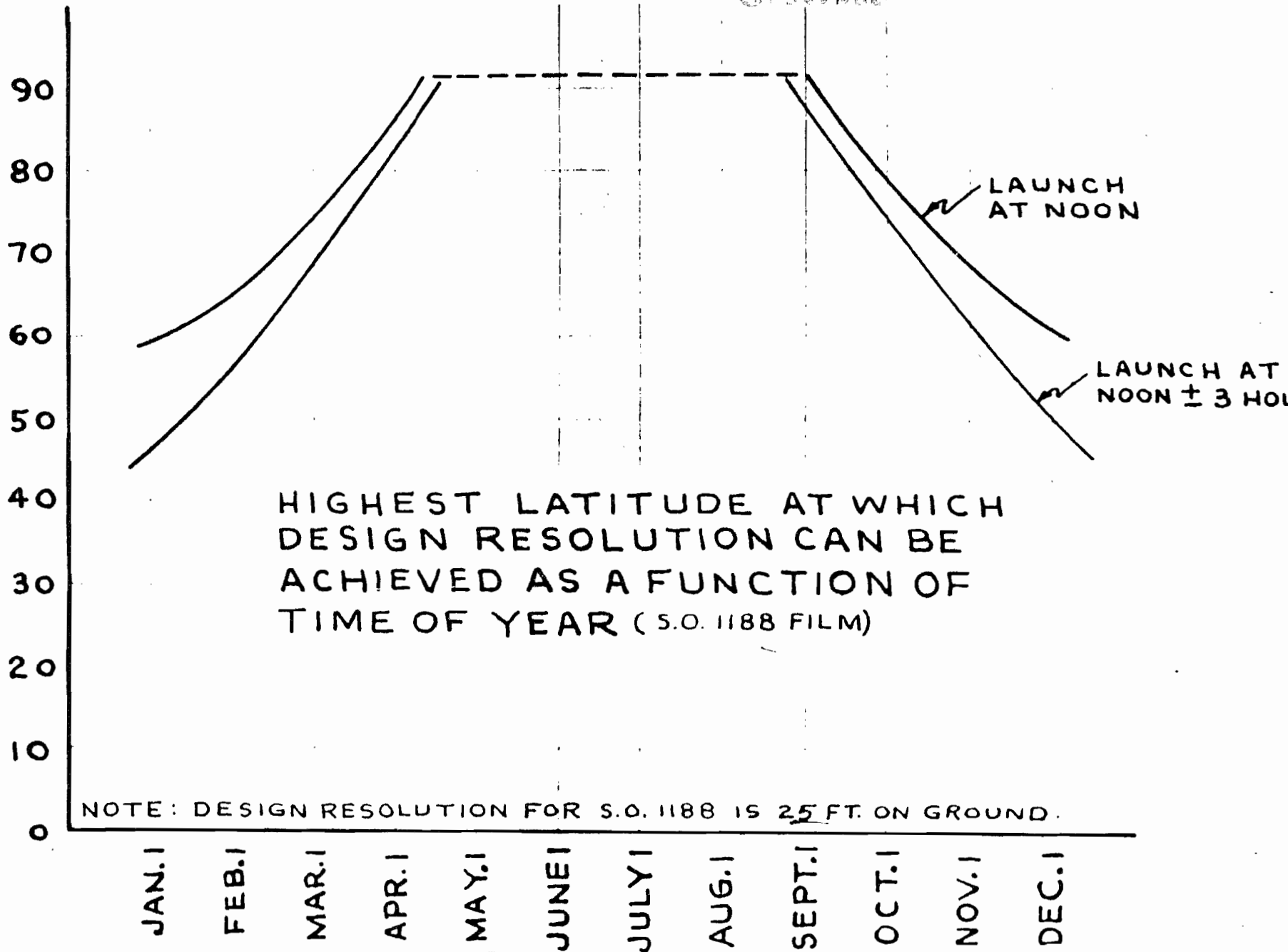
55° N. LAT.



COVERAGES VS ALTITUDE

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N. LATITUDE - DEGREES

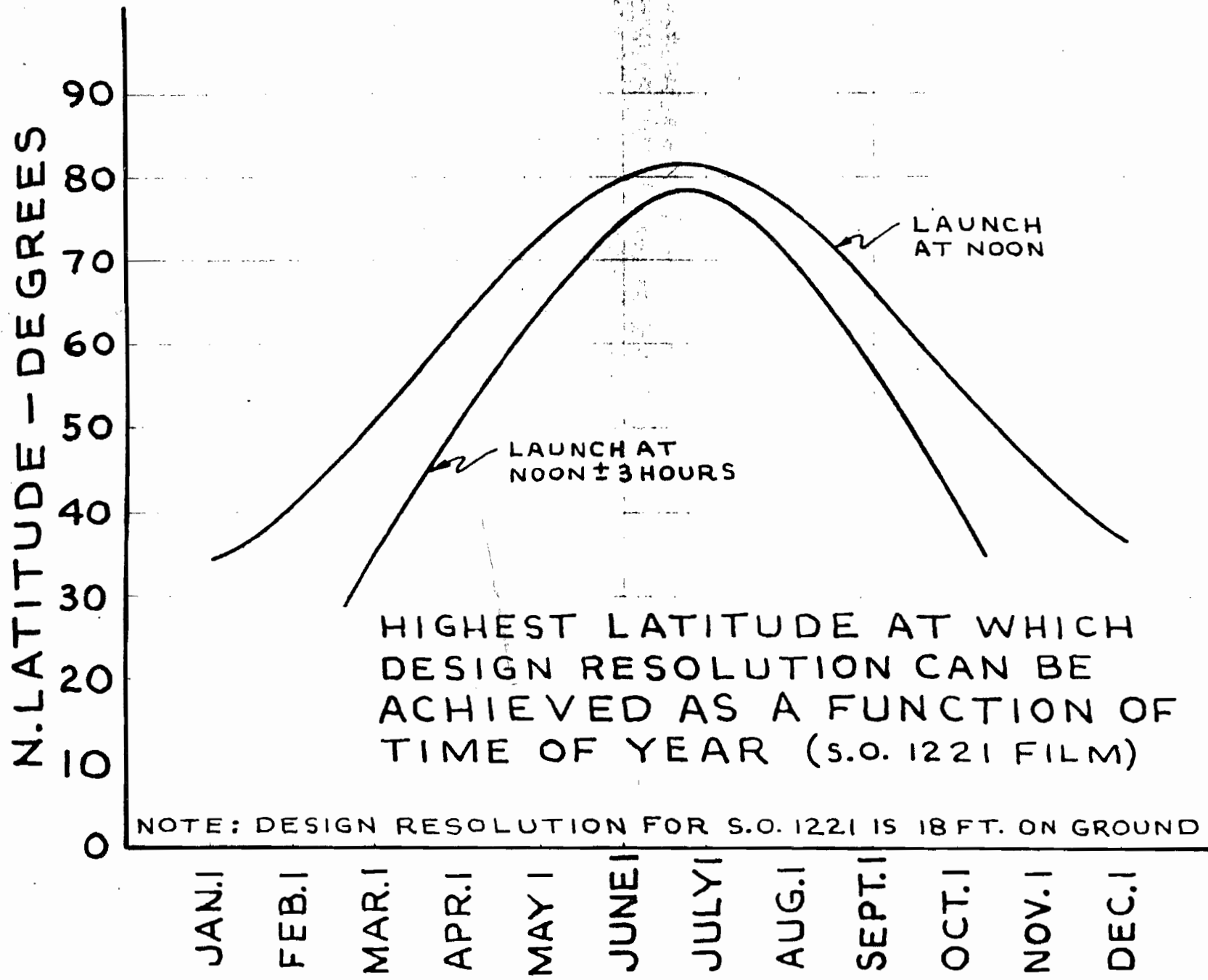


HIGHEST LATITUDE AT WHICH DESIGN RESOLUTION CAN BE ACHIEVED AS A FUNCTION OF TIME OF YEAR (S.O. 1188 FILM)

NOTE: DESIGN RESOLUTION FOR S.O. 1188 IS 25 FT. ON GROUND.

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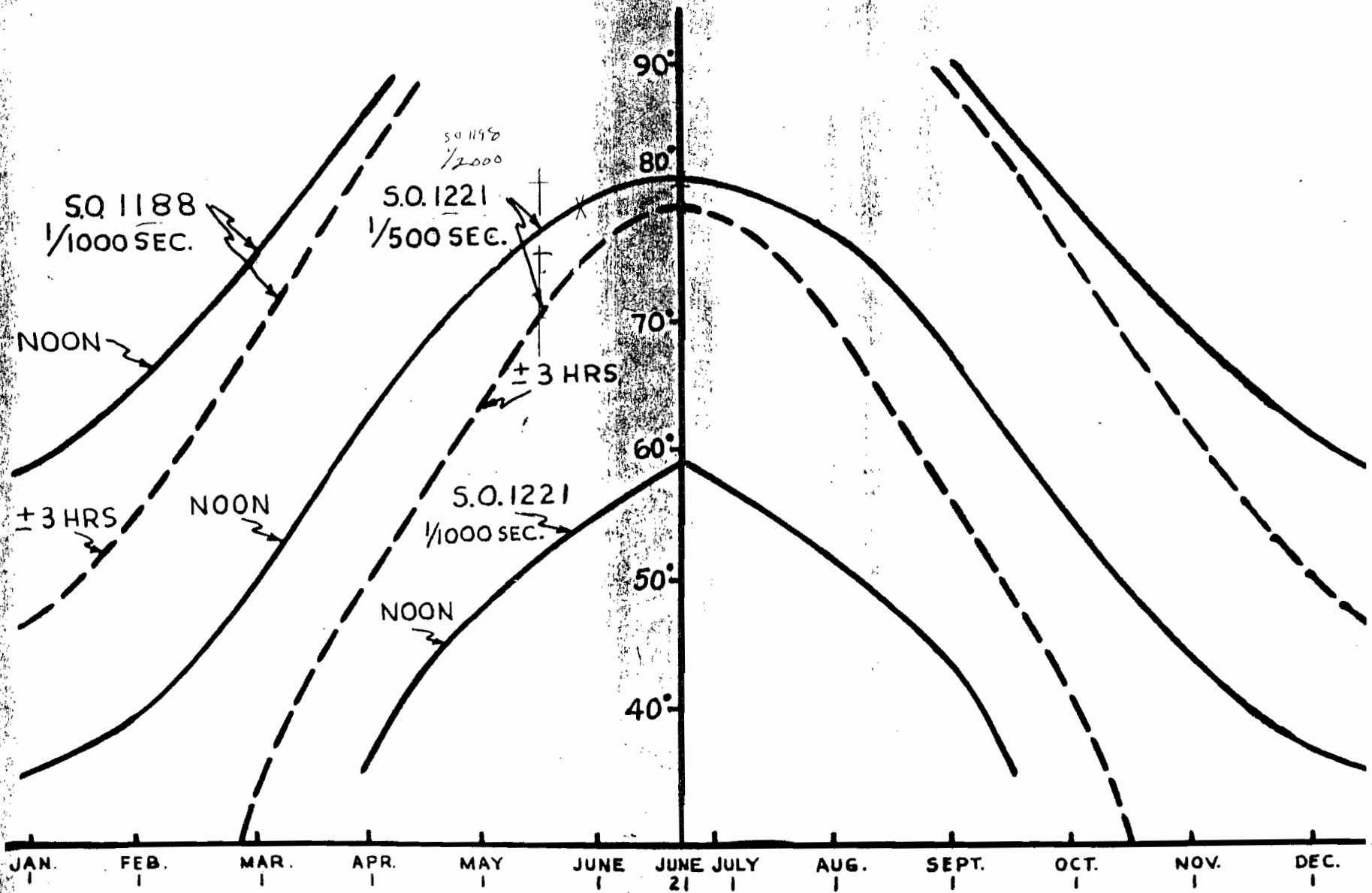
HIGHEST LATITUDE AT WHICH
DESIGN RESOLUTION CAN BE
ACHIEVED AS A FUNCTION OF
TIME OF YEAR (S.O. 1221 FILM)

NOTE: DESIGN RESOLUTION FOR S.O. 1221 IS 18 FT. ON GROUND

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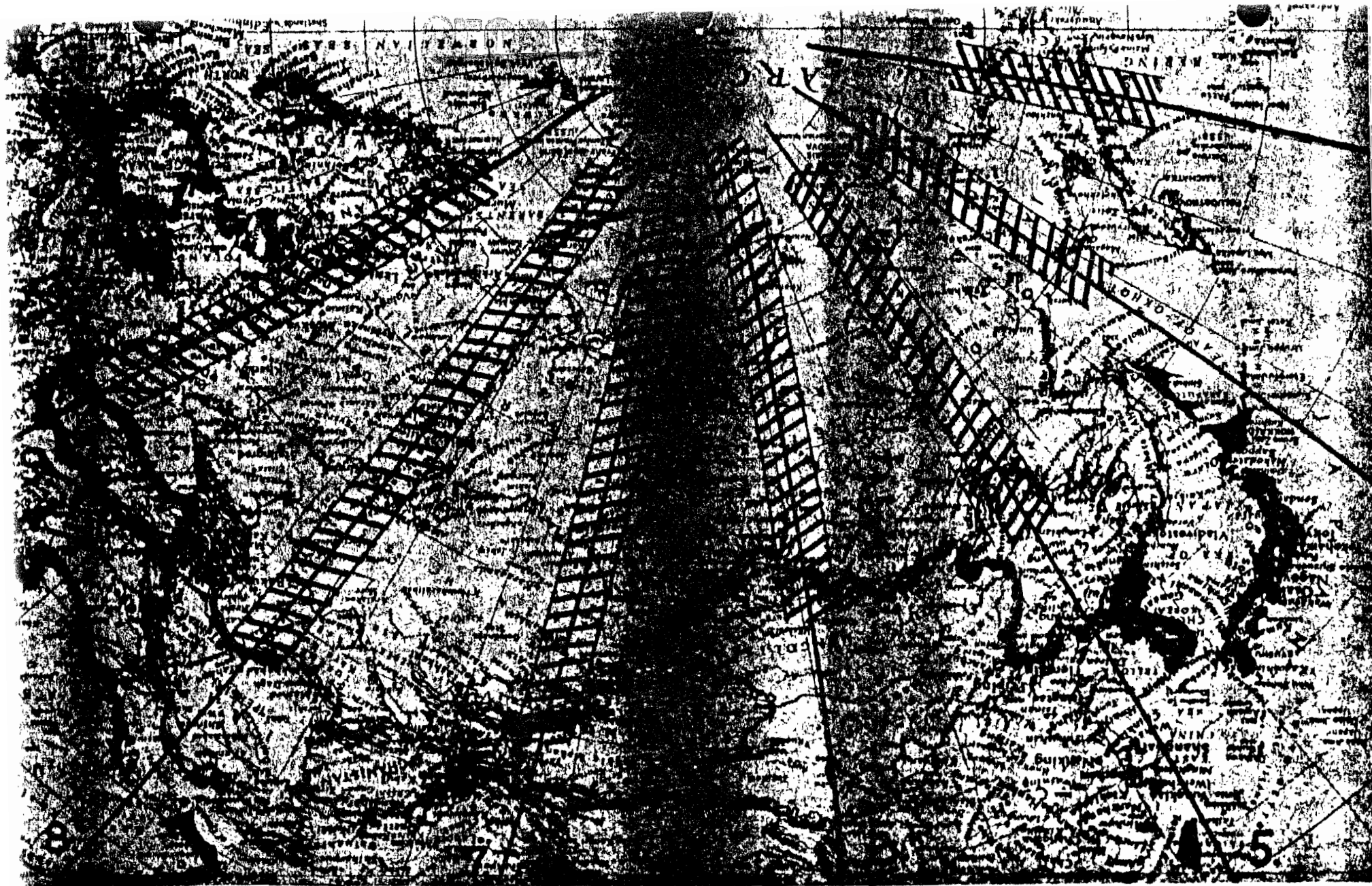
941

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OPERATIONAL MONTHS Vs. LATITUDE

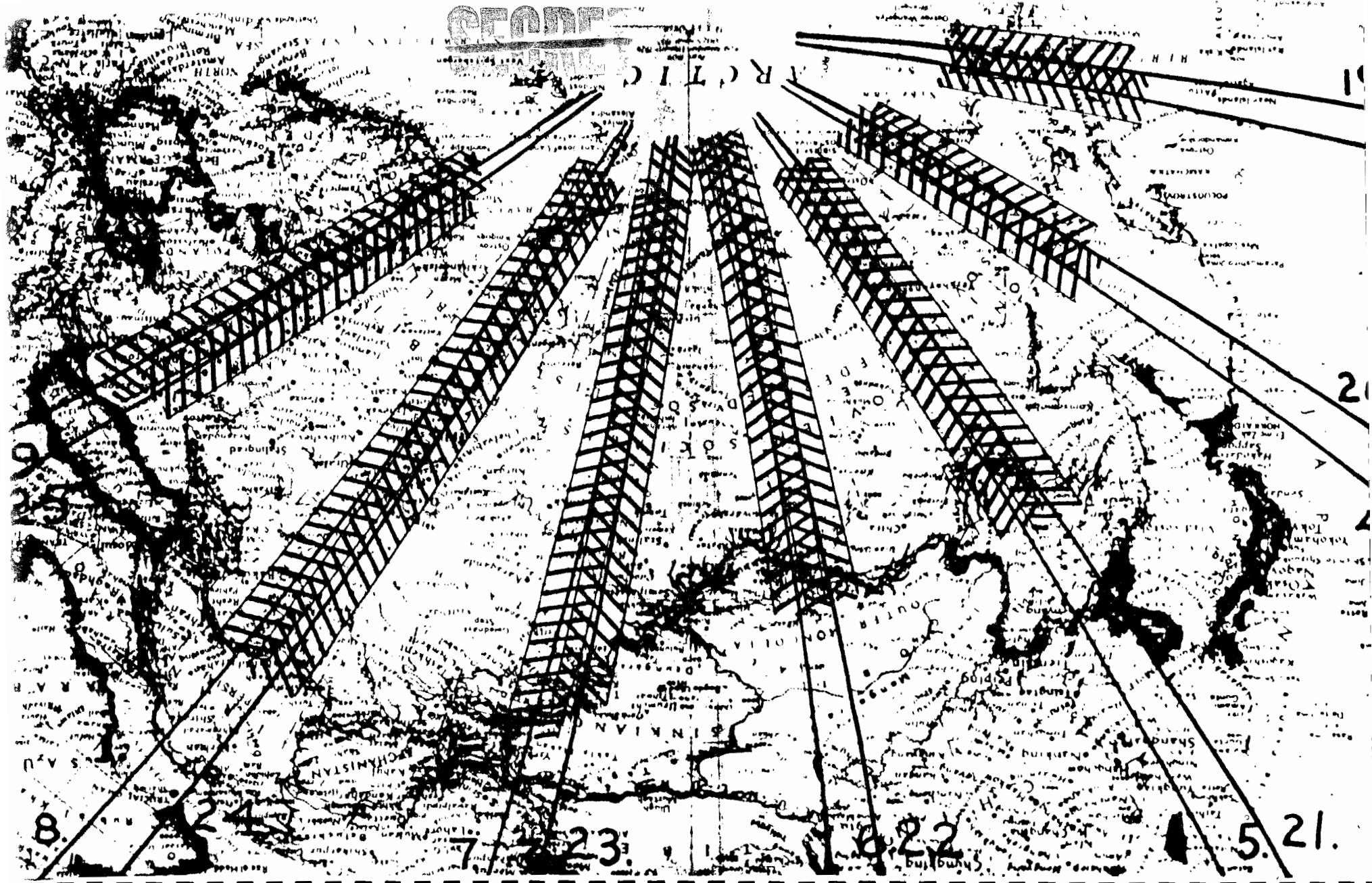
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TYPICAL COVERAGE-ONE DAY OPERATION

POLAR ORBIT, ALTITUDE 138 S.Mi., PERIOD = 88.95 Min.
ECCENTRICITY = 0 (CIRCULAR)
ADVANCE PER ORBIT = 22.30°

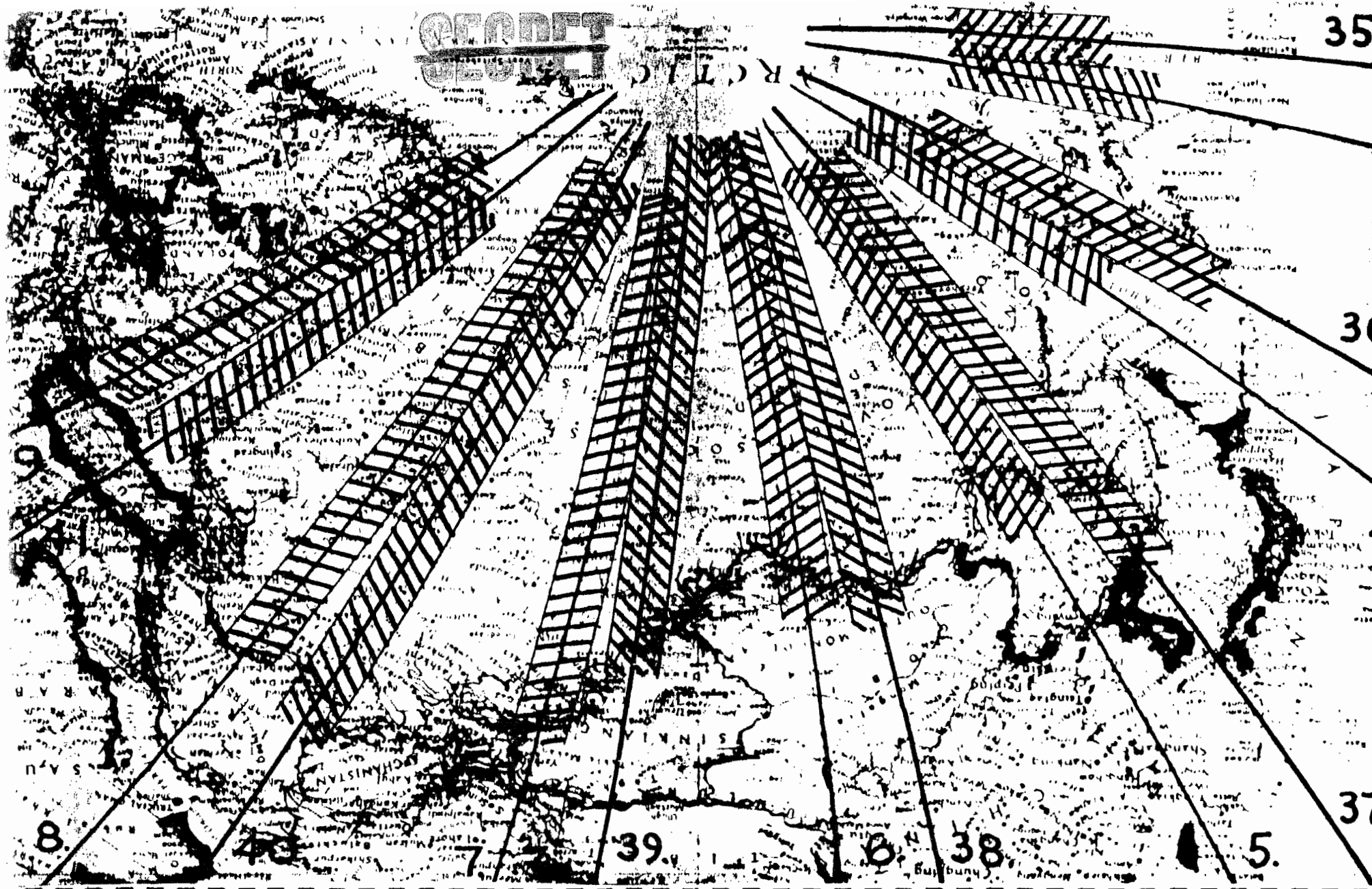
GEORGE
L. L. L.



TYPICAL COVERAGE - TWO DAY OPERATION
 POLAR ORBIT, ALTITUDE 138 S. Mi., PERIOD = 88.95 Min.
 ECCENTRICITY = 0 (CIRCULAR)
 ADVANCE PER ORBIT = 22° 30'

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35



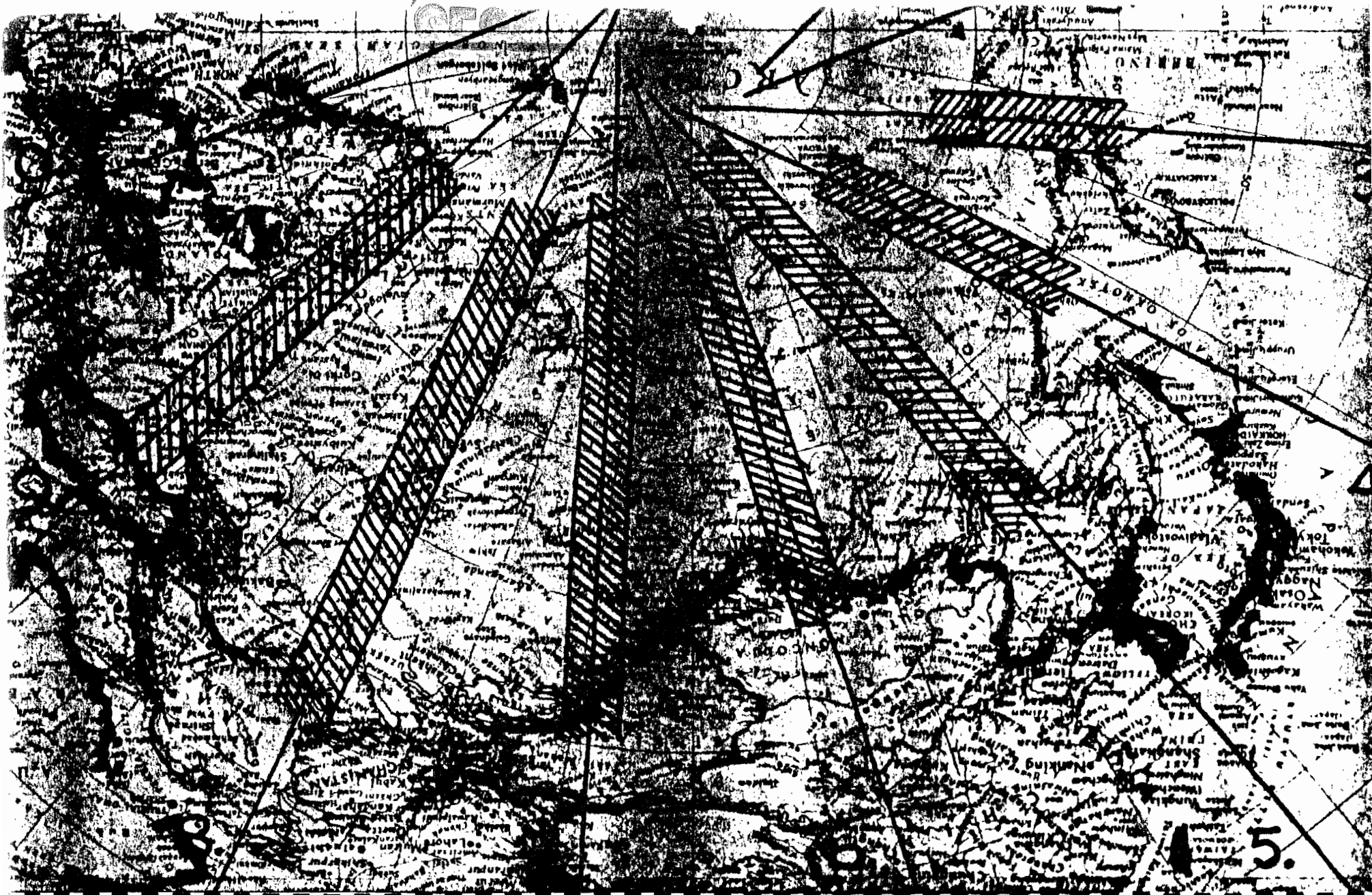
COVERAGE - OPERATION ON FIRST & THIRD DAYS

POLAR ORBIT, ALTITUDE 138 S.Mi., PERIOD = 88.95 Min.

ECCENTRICITY = 0 (CIRCULAR)

ADVANCE PER ORBIT = 22.30°

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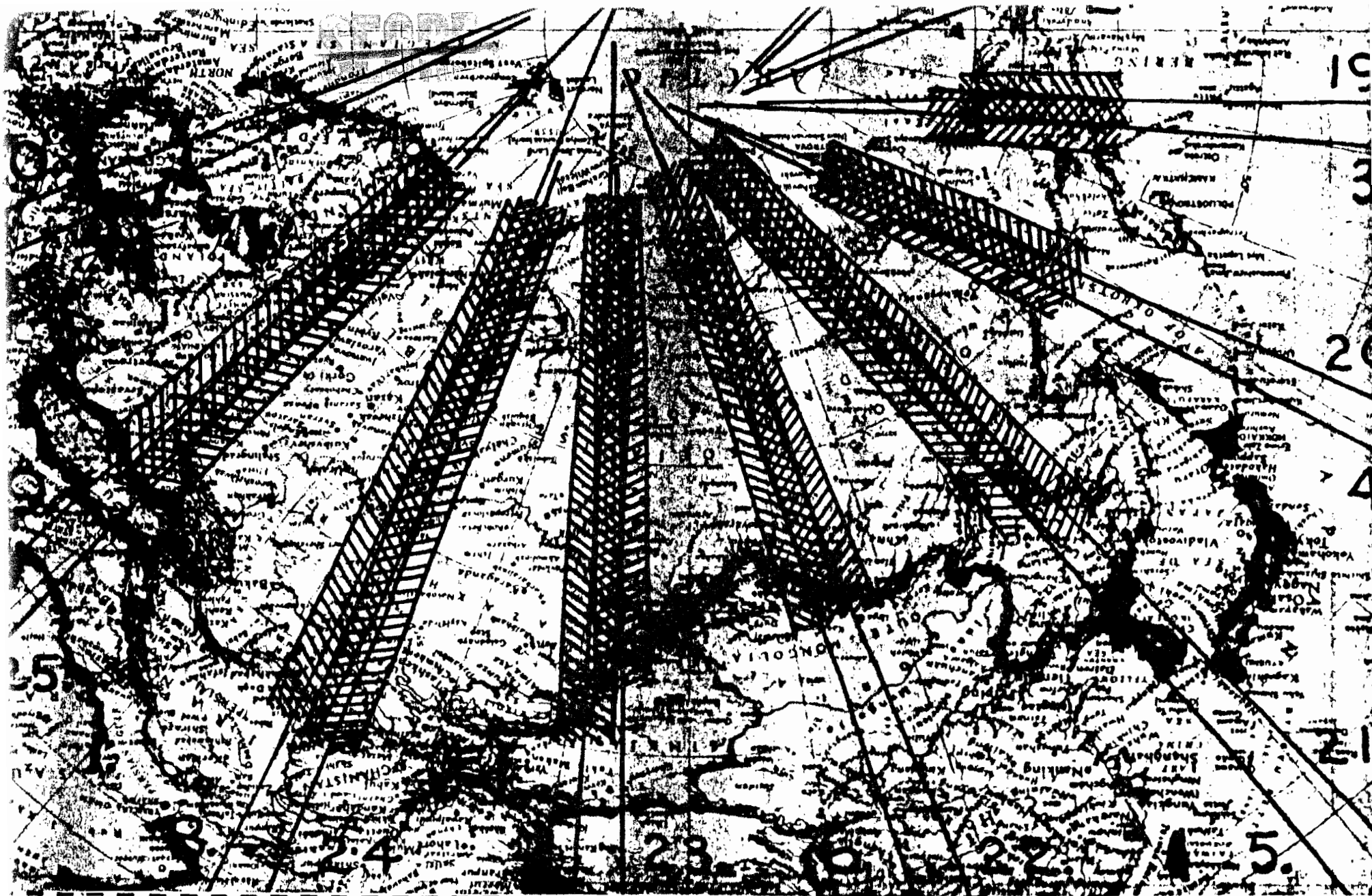
TYPICAL COVERAGE - ONE DAY OPERATION

ORBIT INCLINED - 85° TO EQUATOR, ALTITUDE 138 S. Mi.

ECCENTRICITY = 0, PERIOD = 88.95 Min.

ADVANCE PER ORBIT = 22.30°

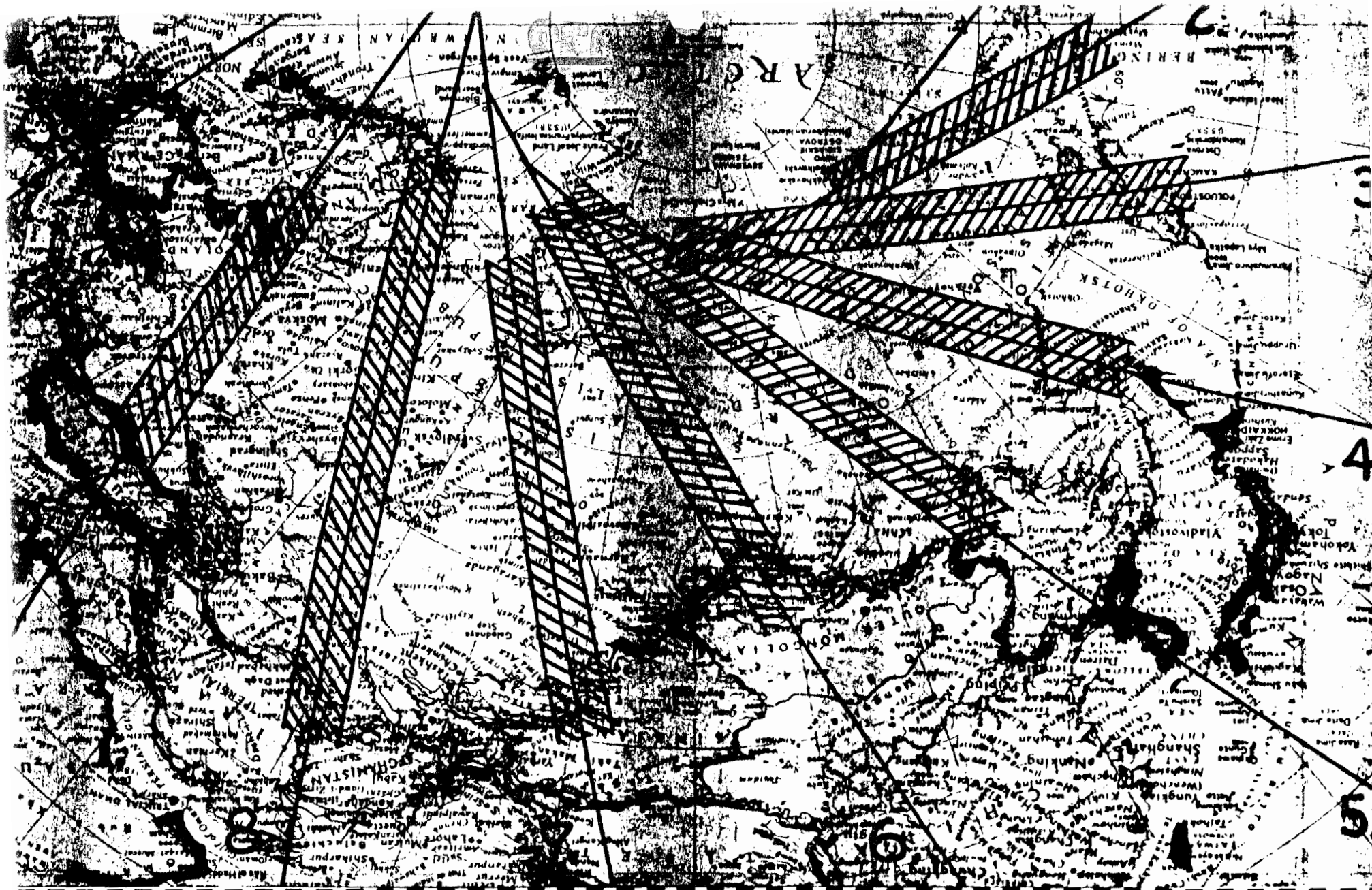
GEOD



TYPICAL COVERAGE - TWO DAY OPERATION

ORBIT INCLINED - 85° TO EQUATOR, ALTITUDE 138 S. MI.
ECCENTRICITY = 0, PERIOD = 88.95 Min.
ADVANCE PER ORBIT = $22^{\circ} 30'$

READER
SERVICE



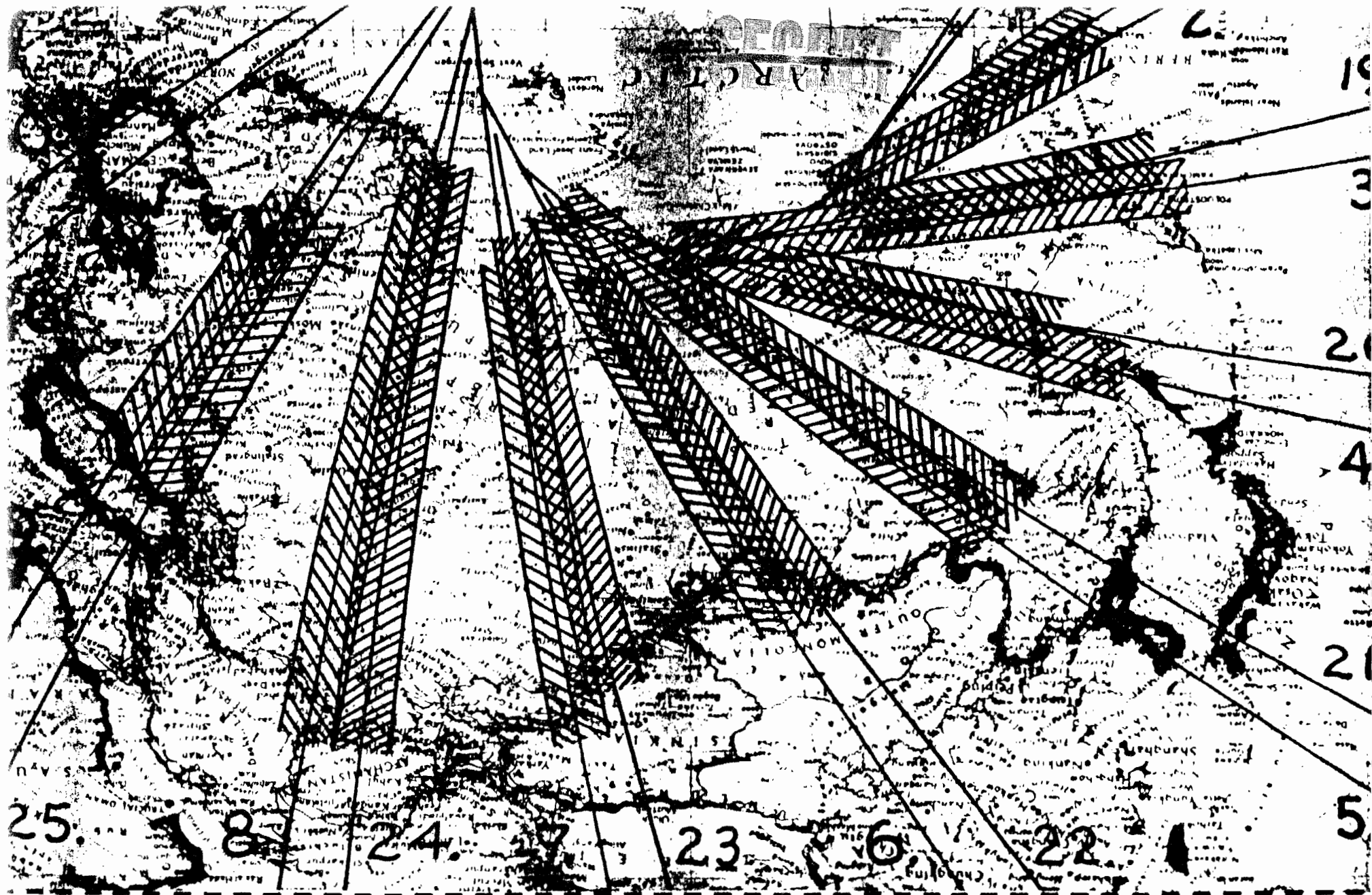
TYPICAL COVERAGE-ONE DAY OPERATION

ORBIT INCLINED -75° TO EQUATOR, ALTITUDE 138 S.Mi.

ECCENTRICITY = 0, PERIOD = 88.95 Min.

ADVANCE PER ORBIT = 22.30°

READER
SERVICE



TYPICAL COVERAGE - TWO DAY OPERATION

ORBIT INCLINED - 75° TO EQUATOR, ALTITUDE 138 S. Mi.
ECCENTRICITY = 0, PERIOD = 88.95 Min.
ADVANCE PFR ORBIT = 22.30°

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Notice of Page Substitution

Daily Schedules

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PAGE 23

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MAY JUN. JULY AUG. SEPT. OCT. NOV. DEC. JAN. FEB. MAR.

FACILITIES MOD. [REDACTED]
CLEAN ROOM
STORAGE AREA
PROCESS ROOM

FACILITIES MOD(VAFB)
CLEAN ROOM
RECOVER. SYS. SHOP

PERLIMINARY DESIGN
SPACE MOCKUP
STRUCTURE
CAMERA
RECOVERY UNIT
WGT & BALANCE
STRUCTURE
CAMERA
RECOVERY UNIT

STRUCTURE DESIGN
MAIN DOOR
HORIZ. DOORS
DOOR EJECTOR
REAR LIGHT SEAL
FRONT LIGHT SEAL
CAMERA MOUNT
ELECT. PLUG INST.
WIRING HARNESS

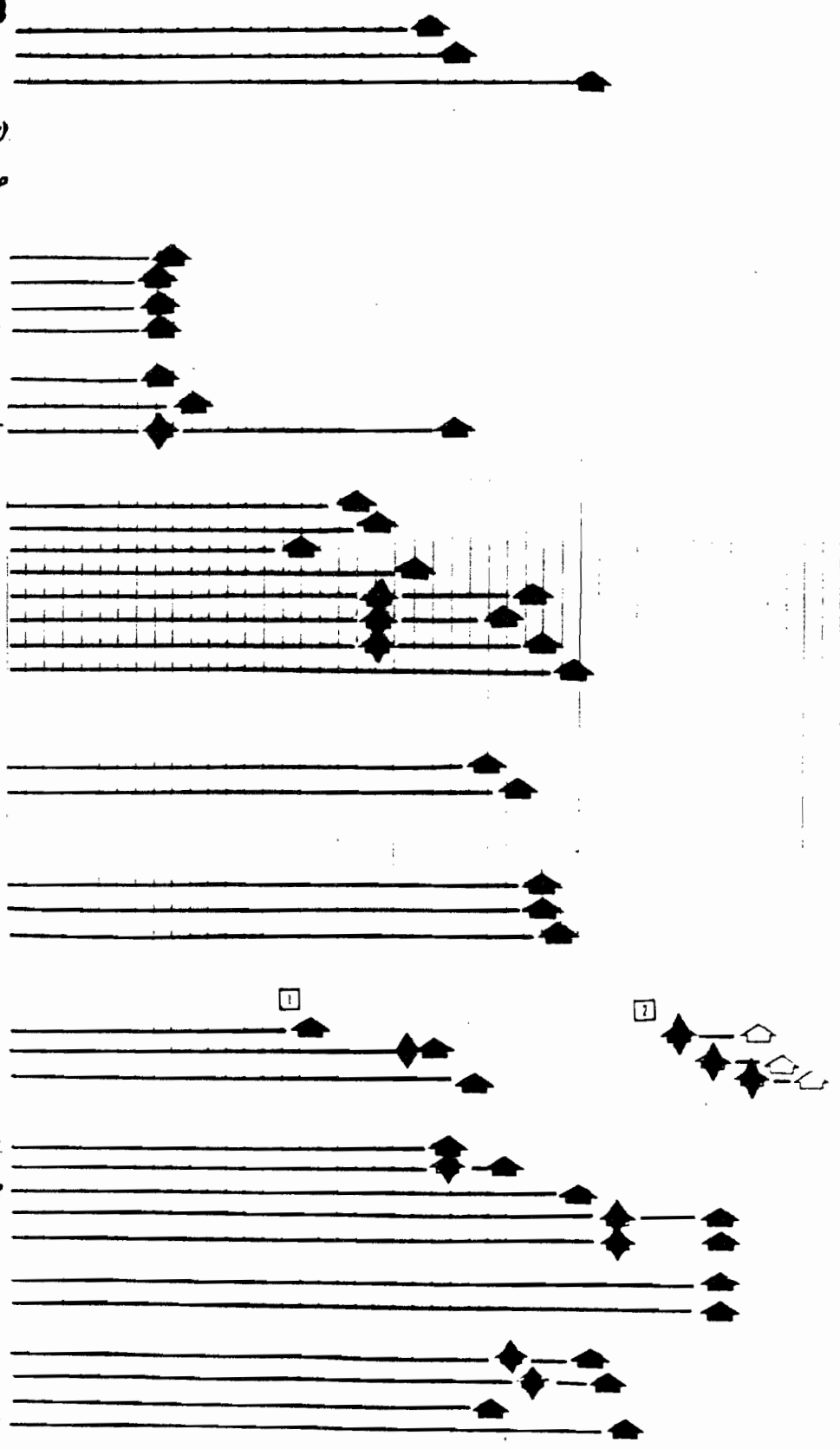
STRUCTURE TOOLING
CAMERA MOUNT
DOOR JIG

STRUCTURE TEST
TEST UNIT
TEST JIG
TEST

THERMO TEST
THERMO MOCKUP
THERMO TEST
THERMO DATA ANAL.

SUPPORT EQUIP.
HANDLING & SH DOL
FAIRING DOLLY
PROTECTIVE COVER
SIMULATOR VEHICLE
SIMULATOR CORONA
SIMULATOR INSTAL

[REDACTED] MSD
ALIGN CHECK. FIX.
CAMERA UNIT
RECOV UNIT
TRUCK MOD
RECOV CONTAINERS



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DELIVERY & PRODUCTION SCHEDULE

SEPT. OCT. NOV. DEC. | JAN. FEB. MAR. APR. MAY JUNE JULY AUG SEPT. OCT.

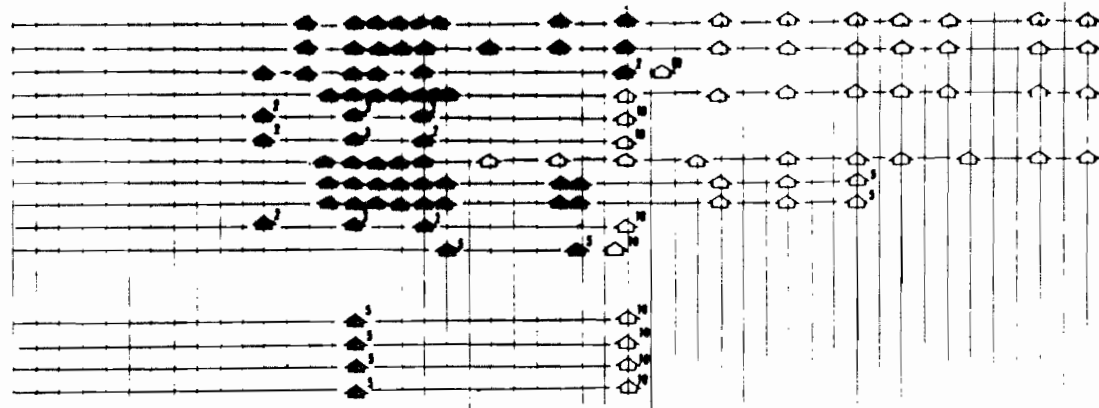
FLIGHT OR TEST

PAIRING NO. { DELIVERY
DEL TO AU PLATER
DEL FROM PLATER



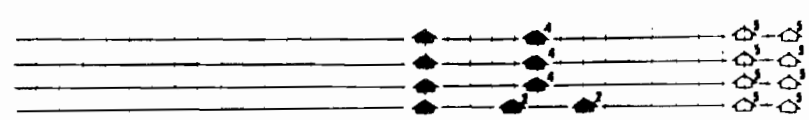
FIBERGLASS PARTS FROM VENDOR

TR-190 ADAPTER, HOR
TR-193 ADAPTER, MAIN
TR-194 TOP, SAUCER
TR-195-3 HAT
TR-195-5 HAT
TR-202 CHUTE
TR-209 BRKT-CAMERA
TR-224 CAP
TR-225-3 BAFFLE
TR-225-5 BAFFLE
TR-302 BOARD



DEL. TO AU PLATER
TR-267 (TR-202) CHUTE
TR-268 (TR-195-5) HAT
TR-269 (TR-225-5) PLATE
TR-270 (TR-194) TOP

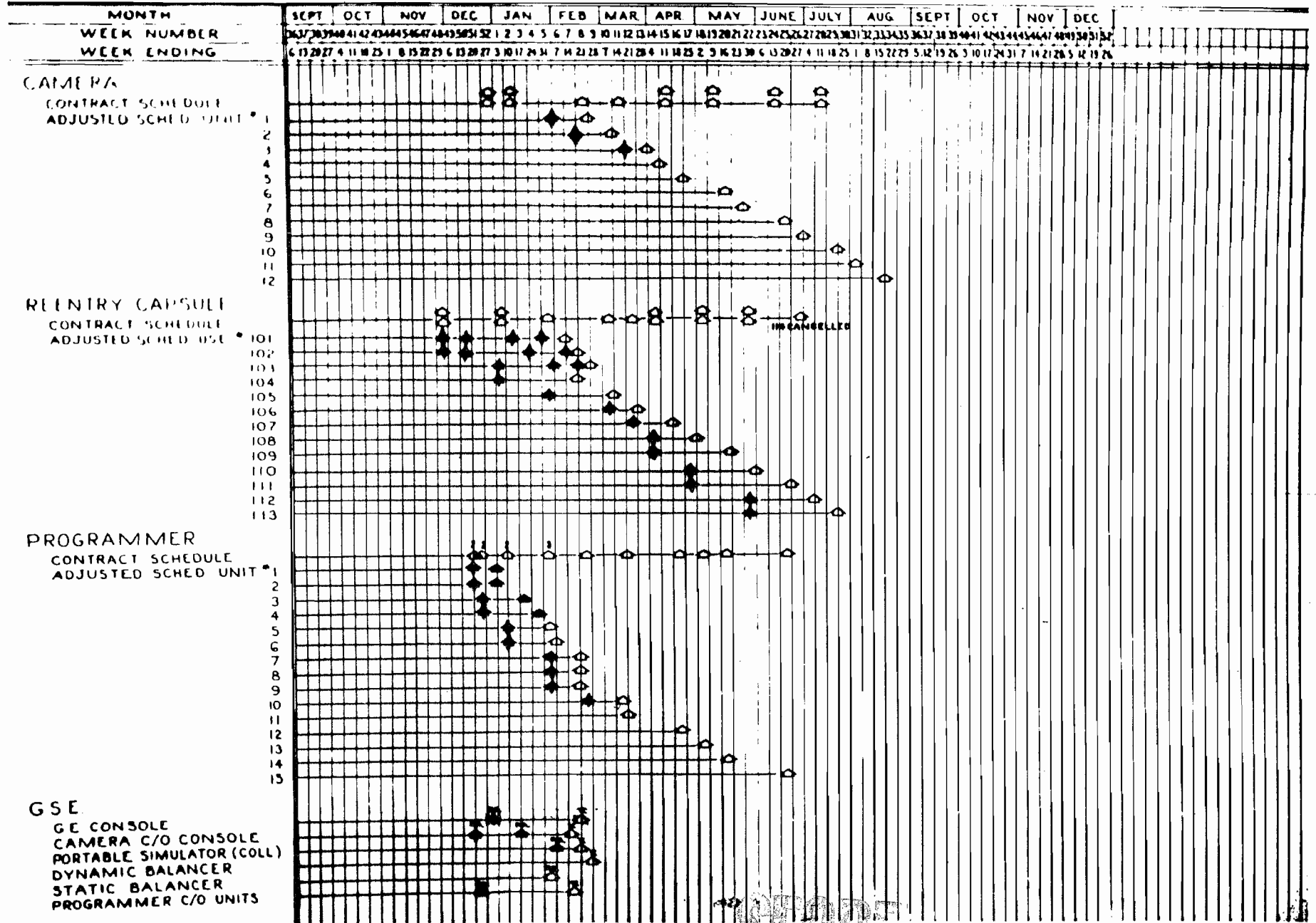
DEL FROM PLATER
TR-267 (TR-202) CHUTE
TR-268 (TR-195-5) HAT
TR-269 (TR-225-5) PLATE
TR-270 (TR-194) TOP



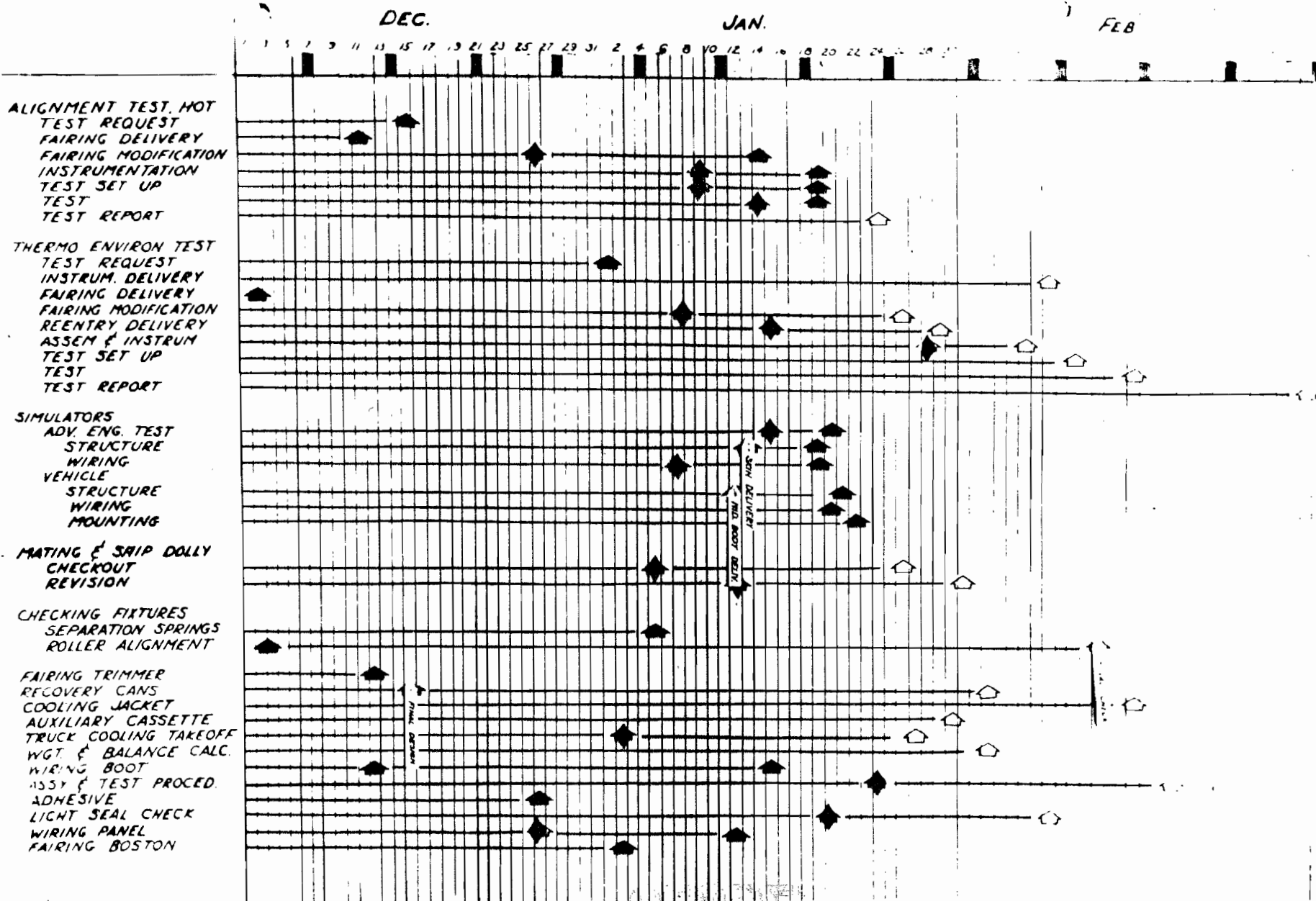
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HARDWARE DELIVERY SCHEDULE



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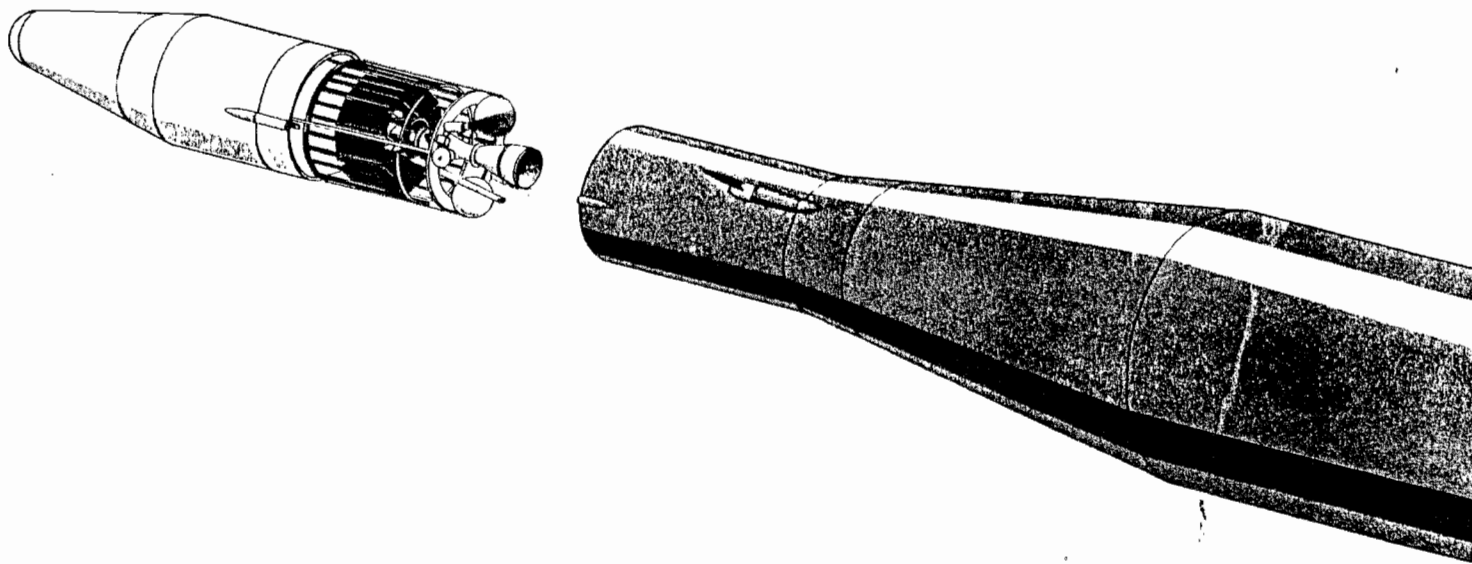
Vehicle

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SENTRY ORBITAL TEST VEHICLE

BOOSTER SEPARATION



[REDACTED]

9/30/58

[REDACTED]

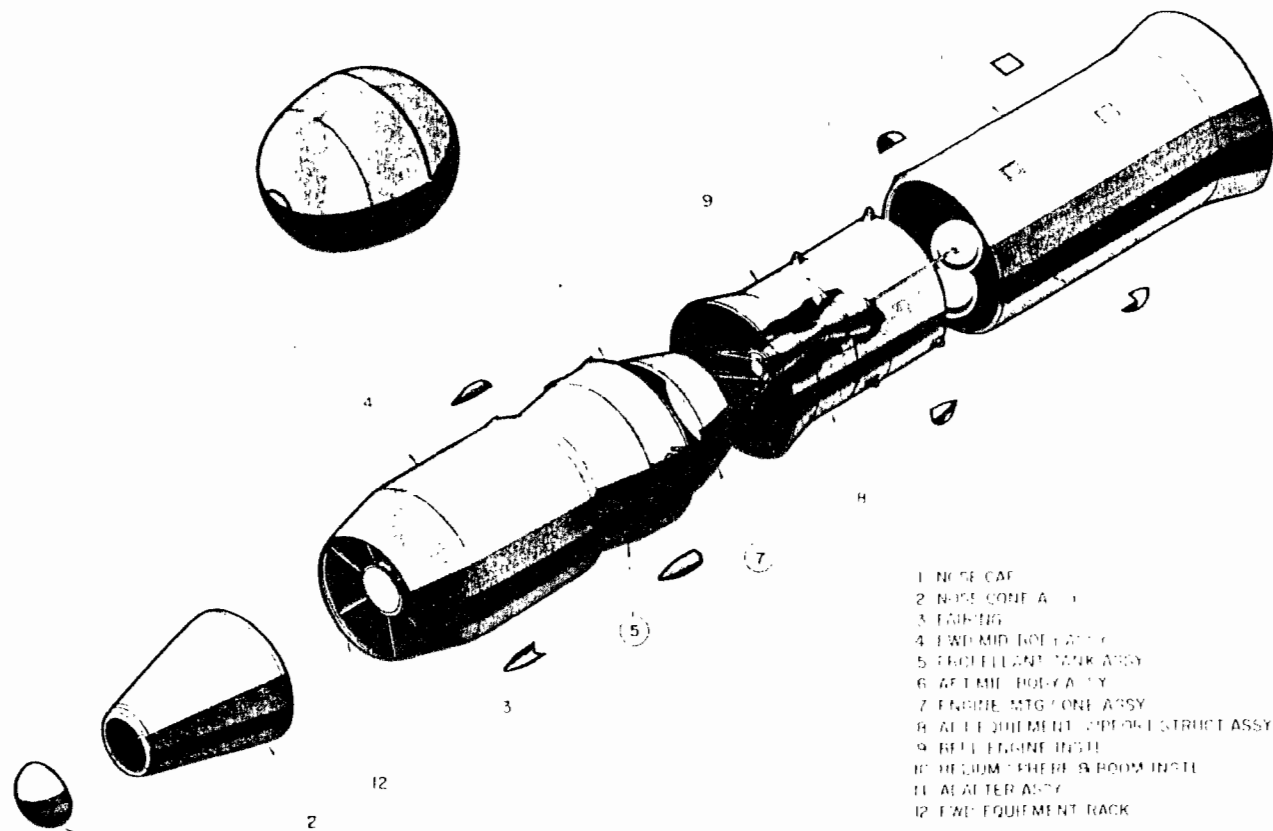
LOCKHEED AIRCRAFT CORPORATION
MISSILE SYSTEMS DIVISION

~~CONFIDENTIAL~~

THIS MATERIAL CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C. SECTIONS 793 AND 794, THE TRANSMISSION OR REVELATION OF WHICH IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

CONFIDENTIAL

SENTRY STRUCTURAL BREAKDOWN



8/19/58

LOCKHEED MISSILE SYSTEMS DIVISION

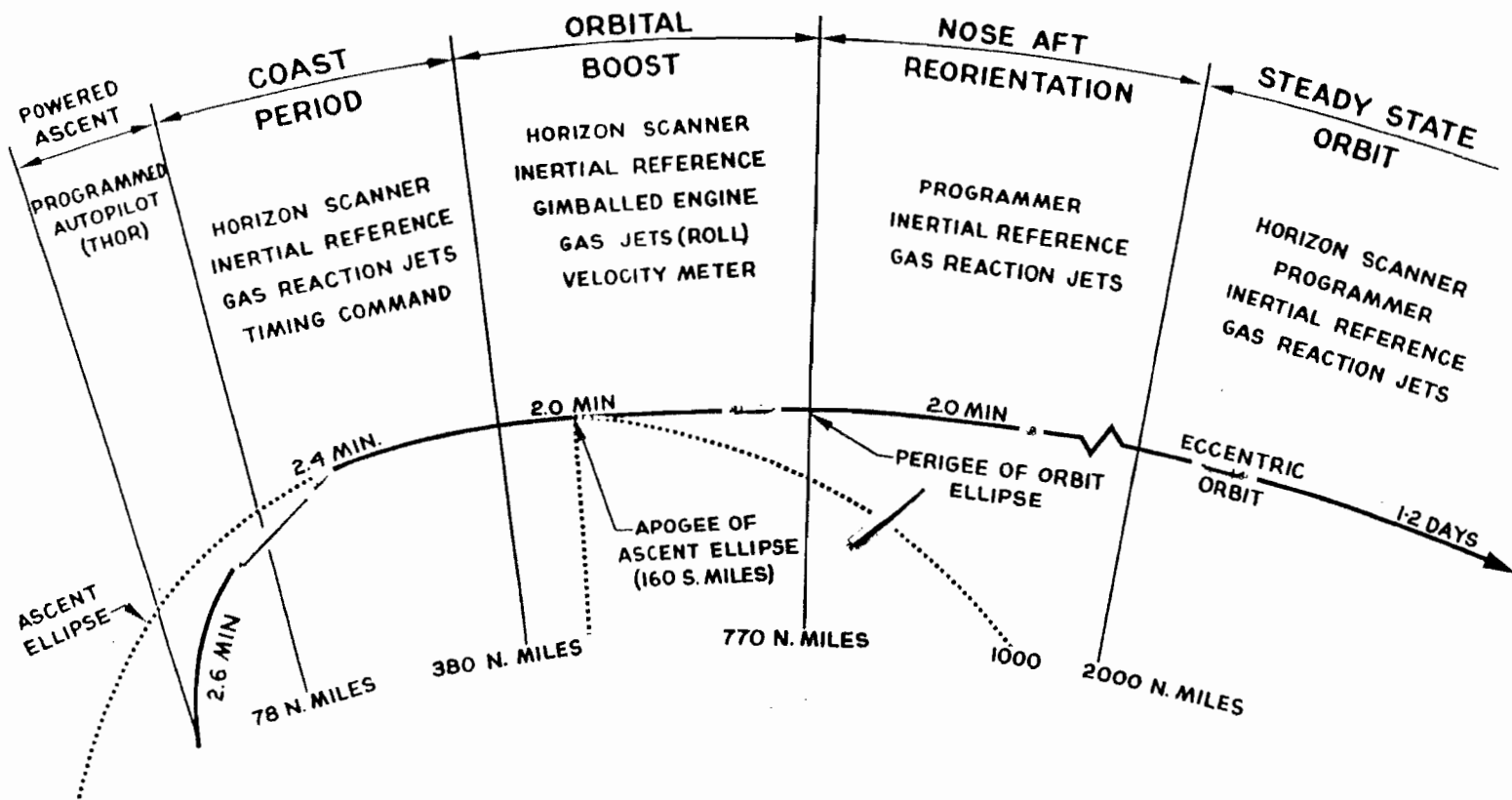
CONFIDENTIAL

THIS MATERIAL CONTAINS INFORMATION RELATIVE TO THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE Espionage LAWS, TITLE 18, U.S. CODE, SECTION 793 AND 794, AND THE TRANSMISSION OR REVELATION OF SUCH INFORMATION TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

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GUIDANCE & CONTROL SYSTEM

TYPICAL SENTRY ASCENT (THOR-PROG. IIA)

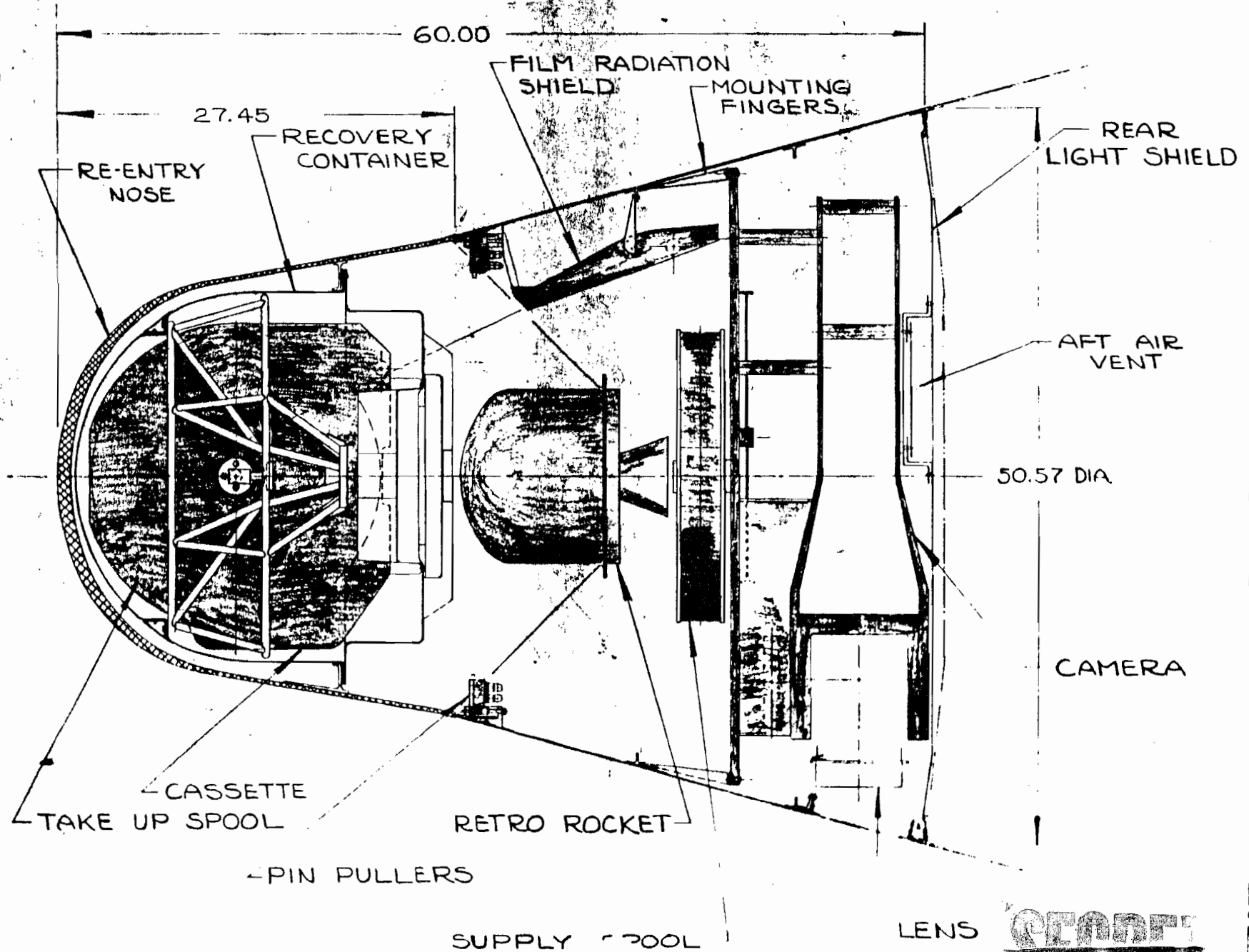


10/3/58

LOCKHEED MISSILE SYSTEMS DIVISION

SECRET

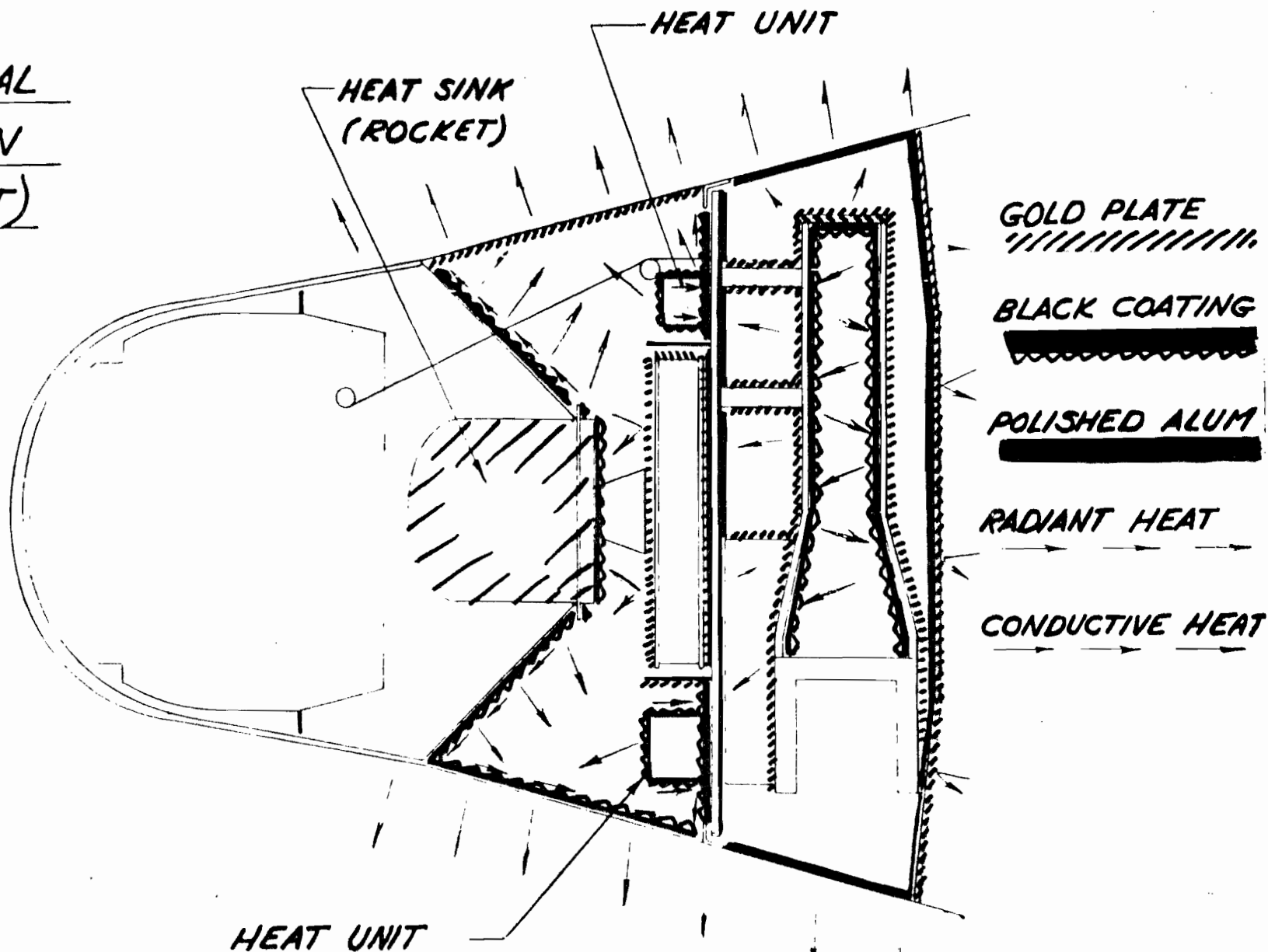
30



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**GEOMET
BLOND**

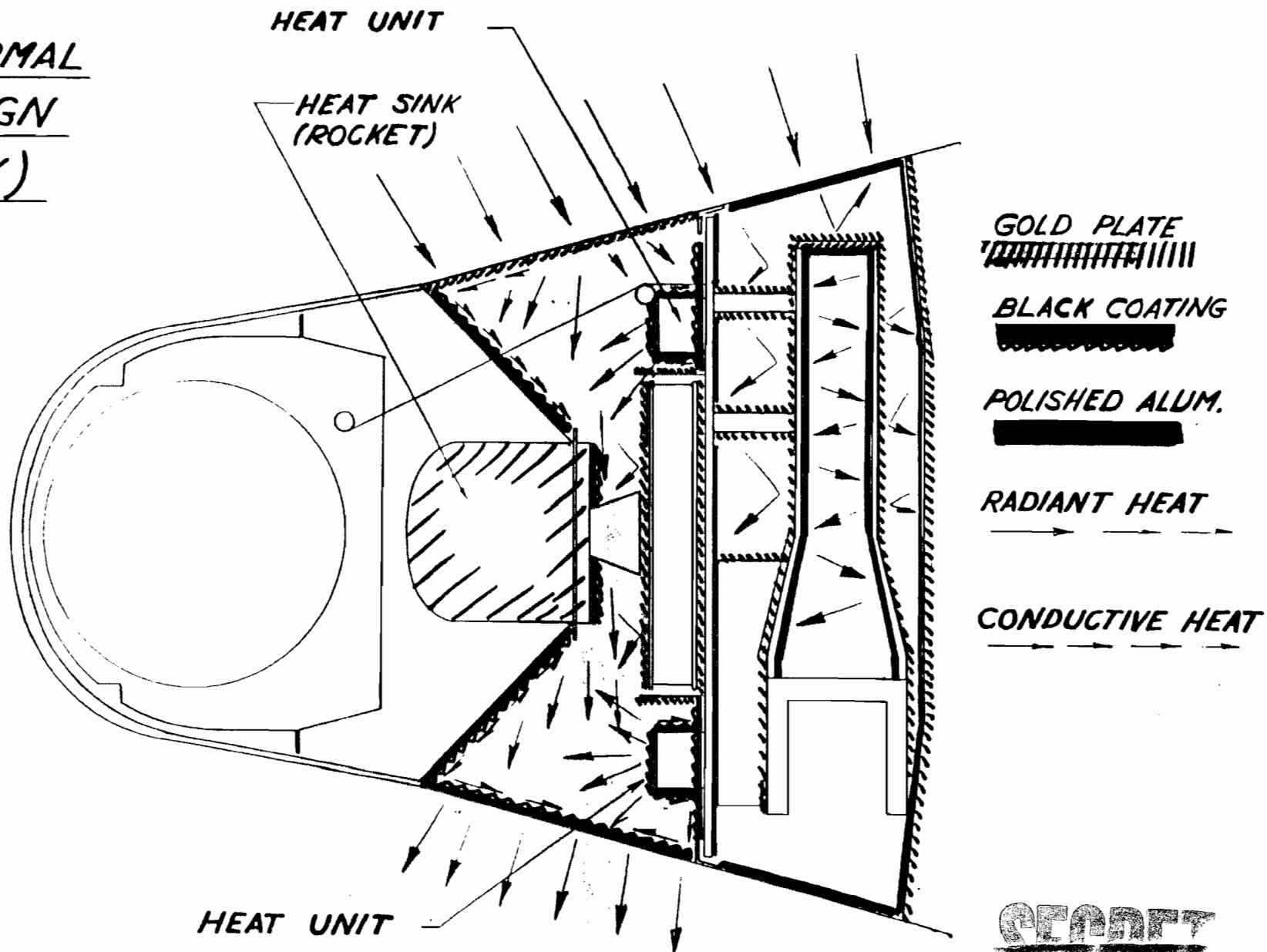
THERMAL
DESIGN
(NIGHT)



**GEOMET
BLOND**

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~~SECRET~~

THERMAL
DESIGN
(DAY)



GOLD PLATE
[Hatched pattern]

BLACK COATING
[Solid black area]

POLISHED ALUM.
[Dotted pattern]

RADIANT HEAT
[Dashed arrow]

CONDUCTIVE HEAT
[Solid arrow]

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WEIGHT SUMMARY - RECONNAISSANCE SYSTEM

ITEM	JAN. 12	JAN. 23
CONE STRUCTURE & ACCESSORIES	43.9	43.9
THERMAL INSULATION	4.	4.
LIGHT SHIELDS & BOOTS	4.	4.
VEHICLE CLOCK (PULSE GEN & DIGITOTE)	5.7	5.7
V/H CONTROL & INSTRUMENTATION	4.	4.
MISCELLANEOUS ELECTRICAL	1.	1.
WIRE, CONNECTORS, CLAMPS, ETC.	4.9	6.
CAMERA (INCLUDES 2 LBS STRUCTURE)	80.3	82.
CASSETTE	12.5	12.5
FILM	20.	20.
ABLATIVE SHELL ASSY.	84.5	87.5
EJECTION ASSY.	73.5	73.5
RECOVERY SYSTEM	<u>63.5</u>	<u>69.5</u>
TOTAL	401.8	413.6

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33 REV.

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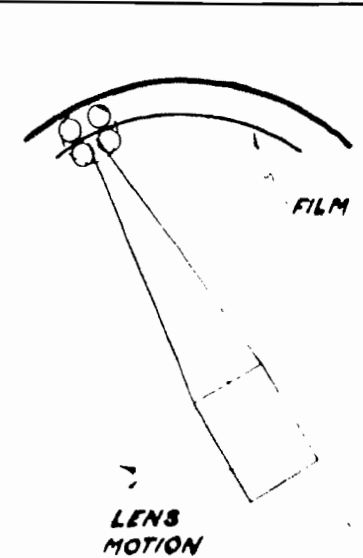
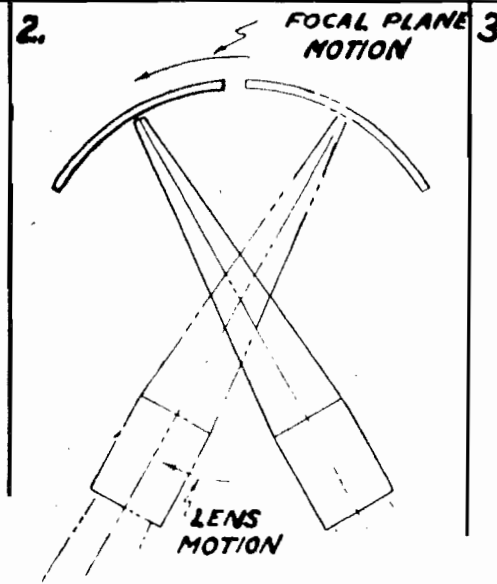
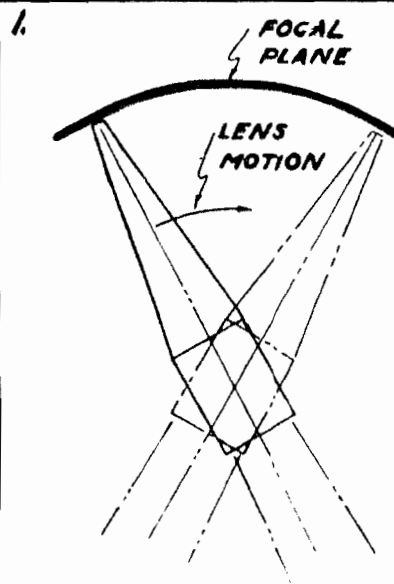
Camera

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COMPARISON TABLE PANORAMIC CAMERA TYPES

CRITERIA	PANORAMIC CAMERA TYPE		
	HYAC CAMERA	MOVING FOCAL PLANE CAMERA	MODIFIED HYAC CAMERA
PRIMARY CRITERIA 1. SIMPLICITY AND RELIABILITY	MOST SIMPLE HIGH RELIABILITY	SIMPLE GOOD RELIABILITY	FAIRLY SIMPLE GOOD RELIABILITY
2. INHERENT PERFORMANCE CAPABILITIES	EXCELLENT	GOOD	FAIR
3. MINIMUM WEIGHT AND POWER	MODERATE	MODERATE	LOW
SECONDARY CRITERIA 1. CONFIGURATION ADAPTABILITY	GOOD	GOOD	GOOD
2. GROWTH POTENTIAL	POOR	GOOD	GOOD

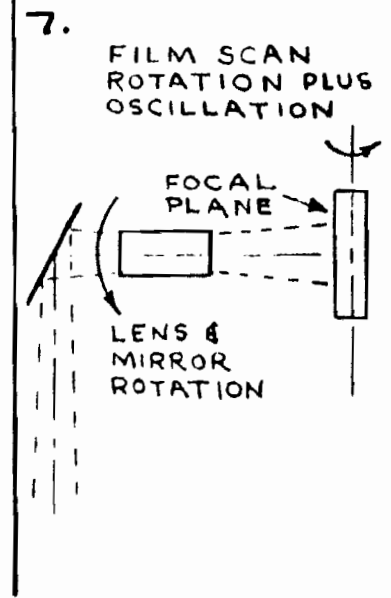
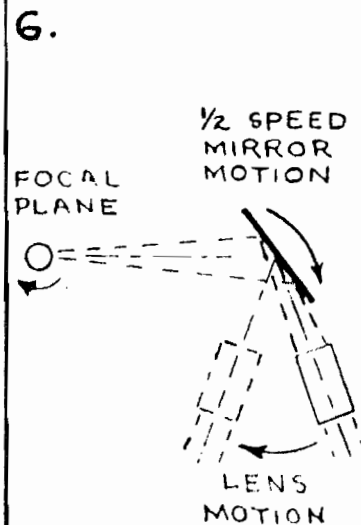
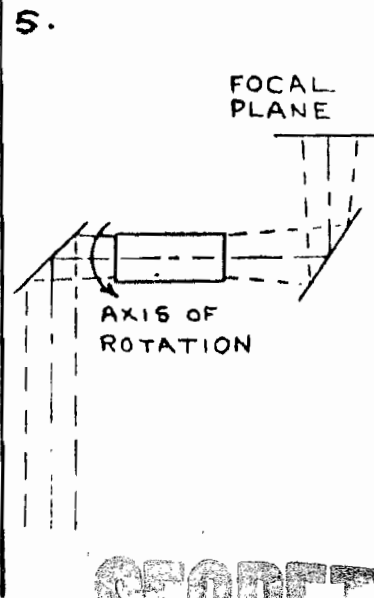
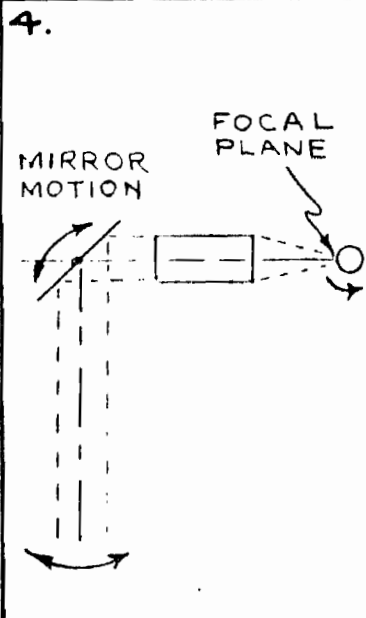
TECHNIQUE SKETCH



COMPARISON TABLE PANORAMIC CAMERA TYPES

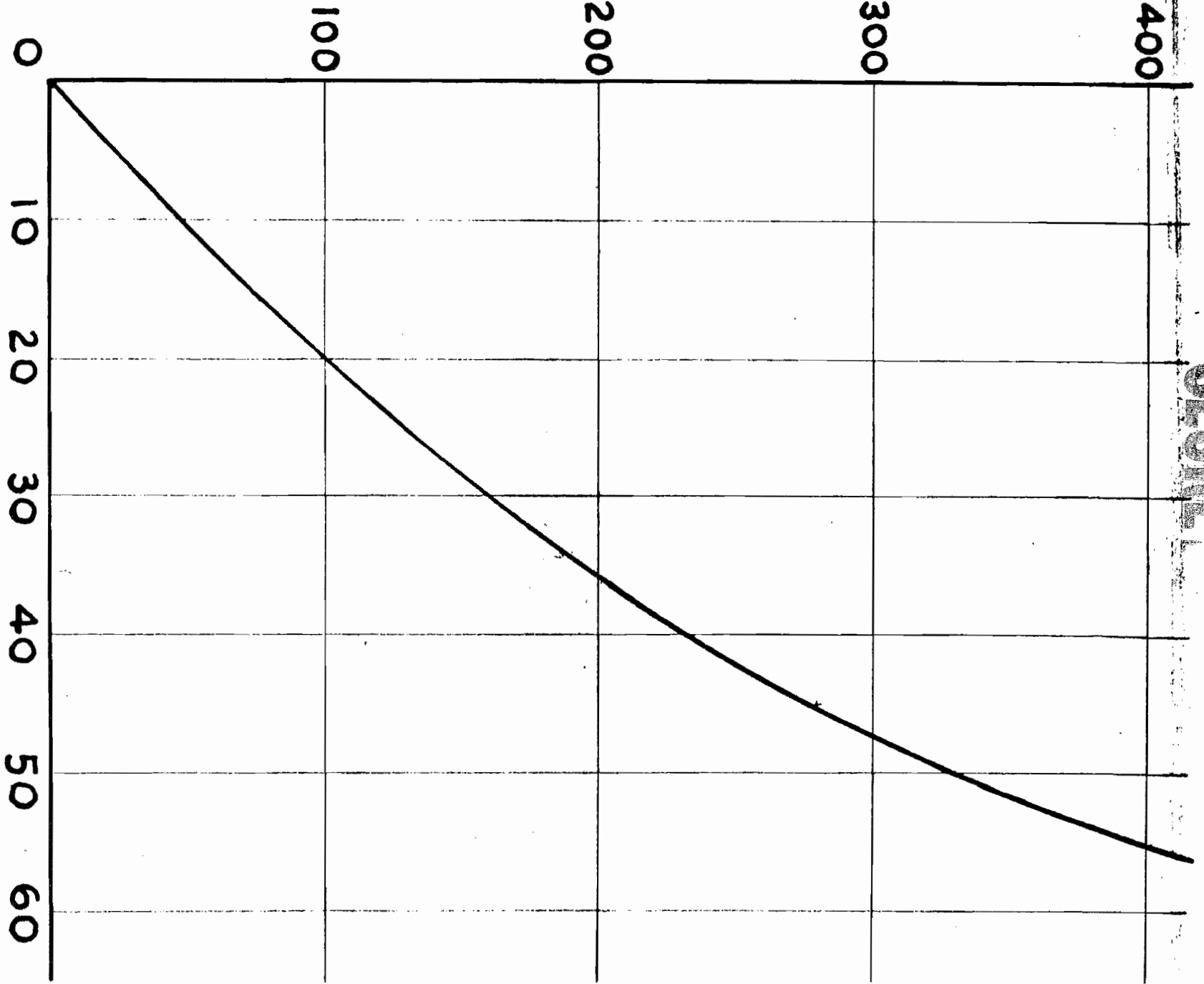
CRITERIA	PANORAMIC CAMERA TYPE			
	OSCILLATING MIRROR CAMERA	MODIFIED E2 CAMERA	NODDING LENS CAMERA	MODIFIED PURE ROTARY CAMERA
<u>PRIMARY CRITERIA</u>				
1. SIMPLICITY AND RELIABILITY	FAIRLY SIMPLE GOOD RELIABILITY	COMPLEX GOOD RELIABILITY	VERY COMPLEX POOR RELIABILITY	COMPLEX FAIR RELIABILITY
2. INHERENT PERFORMANCE CAPABILITIES	FAIR	GOOD	POOR	FAIR
3. MINIMUM WEIGHT AND POWER	HIGH	HIGH	HIGH	HIGH
<u>SECONDARY CRITERIA</u>				
1. CONFIGURATION ADAPTABILITY	POOR	FAIR	EXCELLENT	POOR
2. GROWTH POTENTIAL	POOR	GOOD	GOOD	POOR

TECHNIQUE SKETCH



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SWATH WIDTH - STATUTE MI.

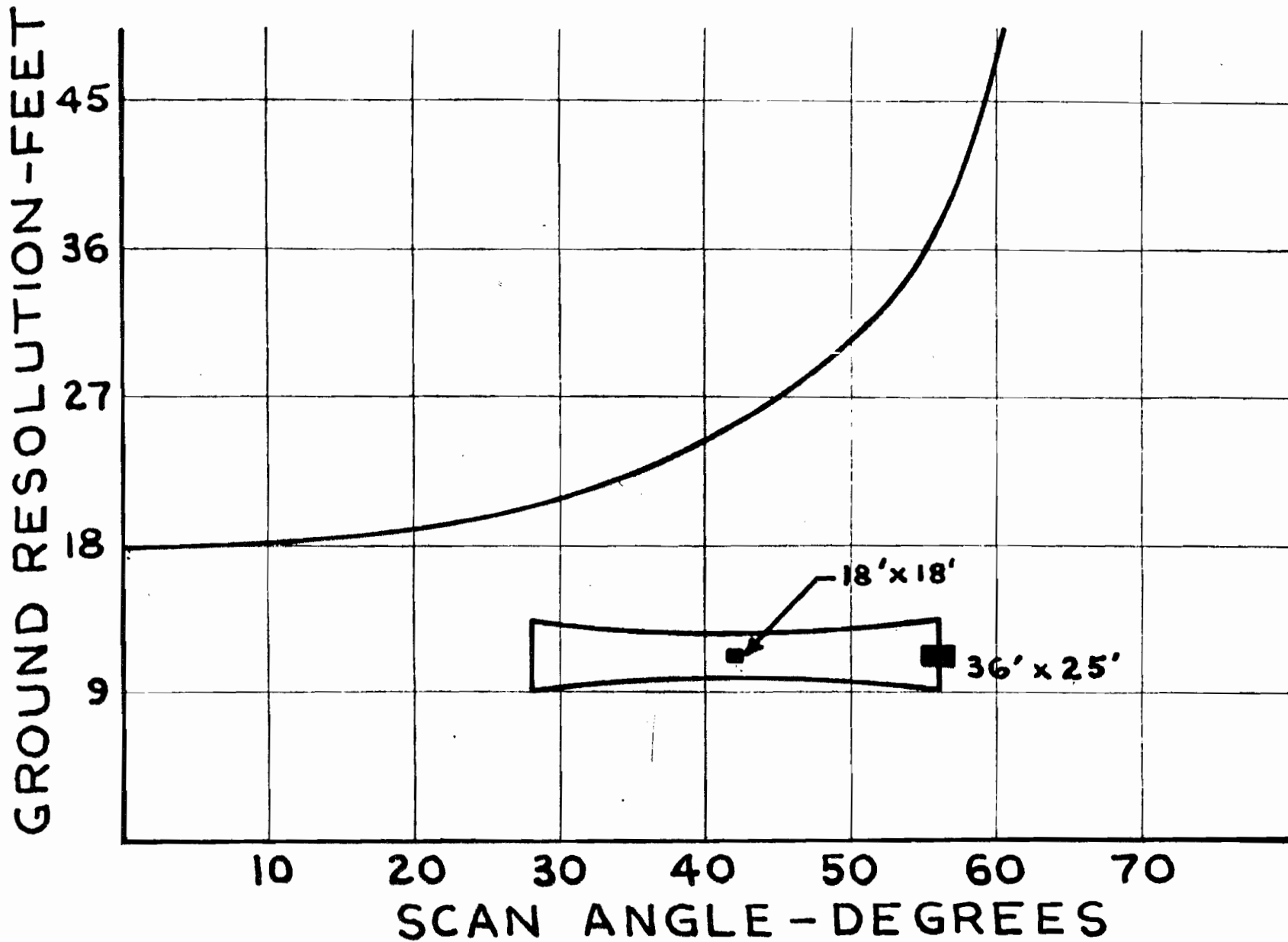


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1/2 SCAN ANGLE - DEGREES

SWATH WIDTH VS. SCAN ANGLE

7
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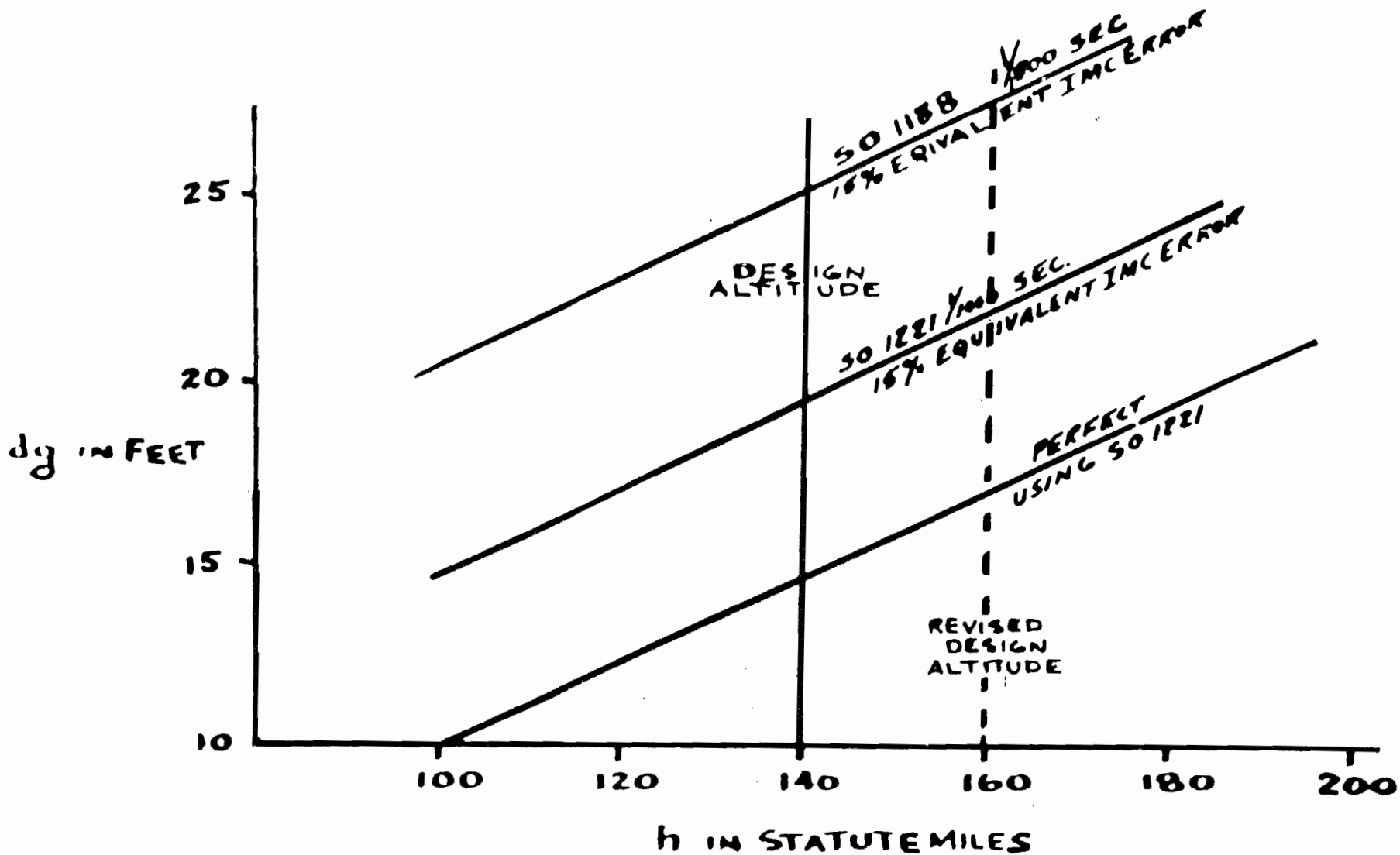


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GROUND RESOLUTION Vs SCAN ANGLE 15

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GROUND RESOLUTION VS. ALTITUDE

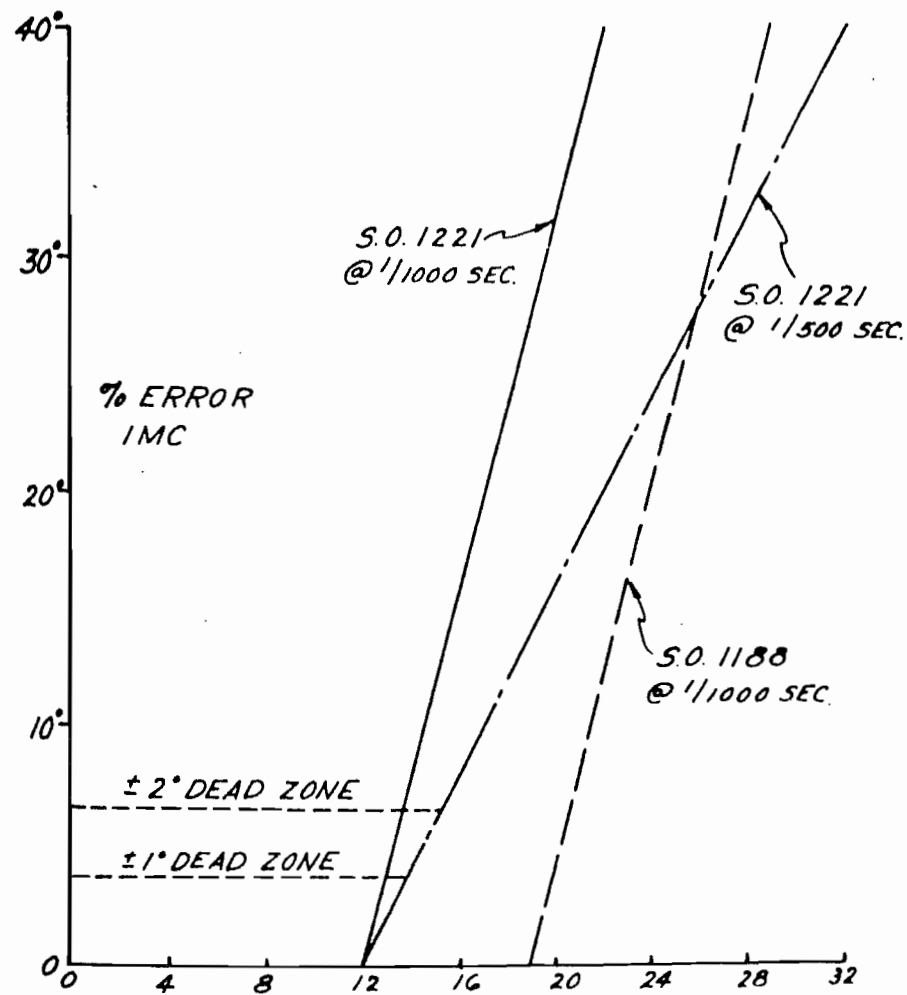
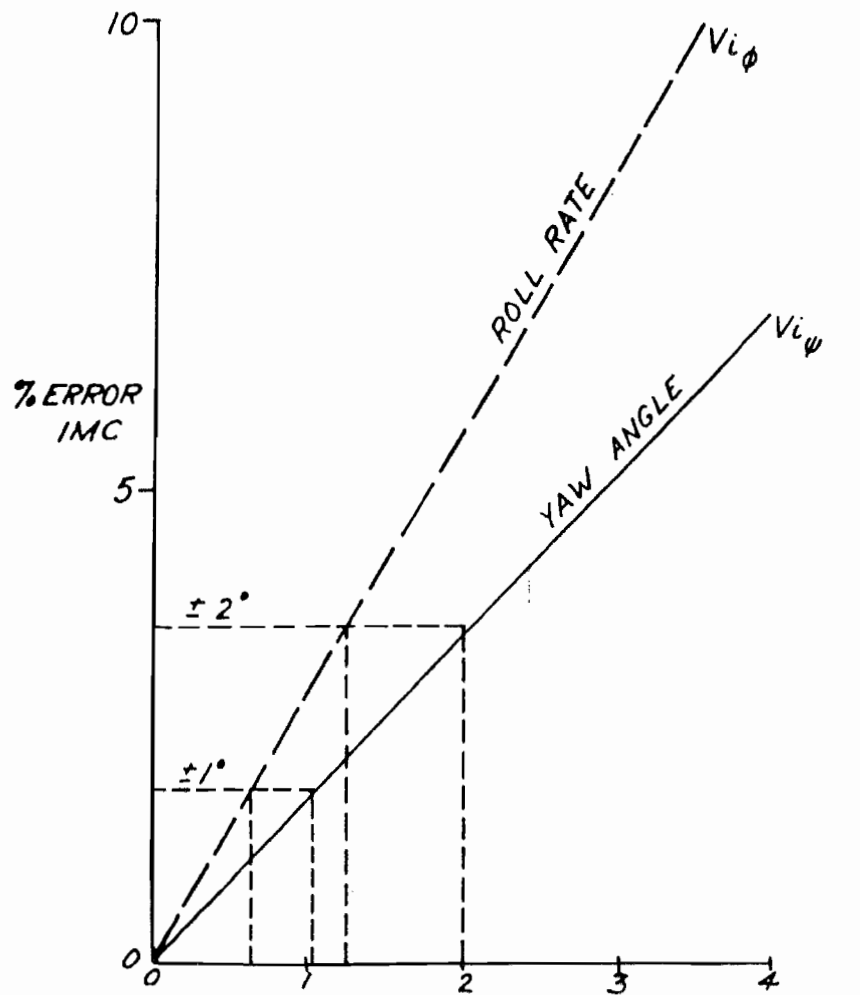


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CONTROL SYSTEM CHARACTERISTICS

DESIGN GOAL: $\pm 1^\circ$ DEAD ZONE, TOTAL % IMC ERROR = 3.4%
EXPECTED: $\pm 2^\circ$ DEAD ZONE, TOTAL % IMC ERROR = 6.9%

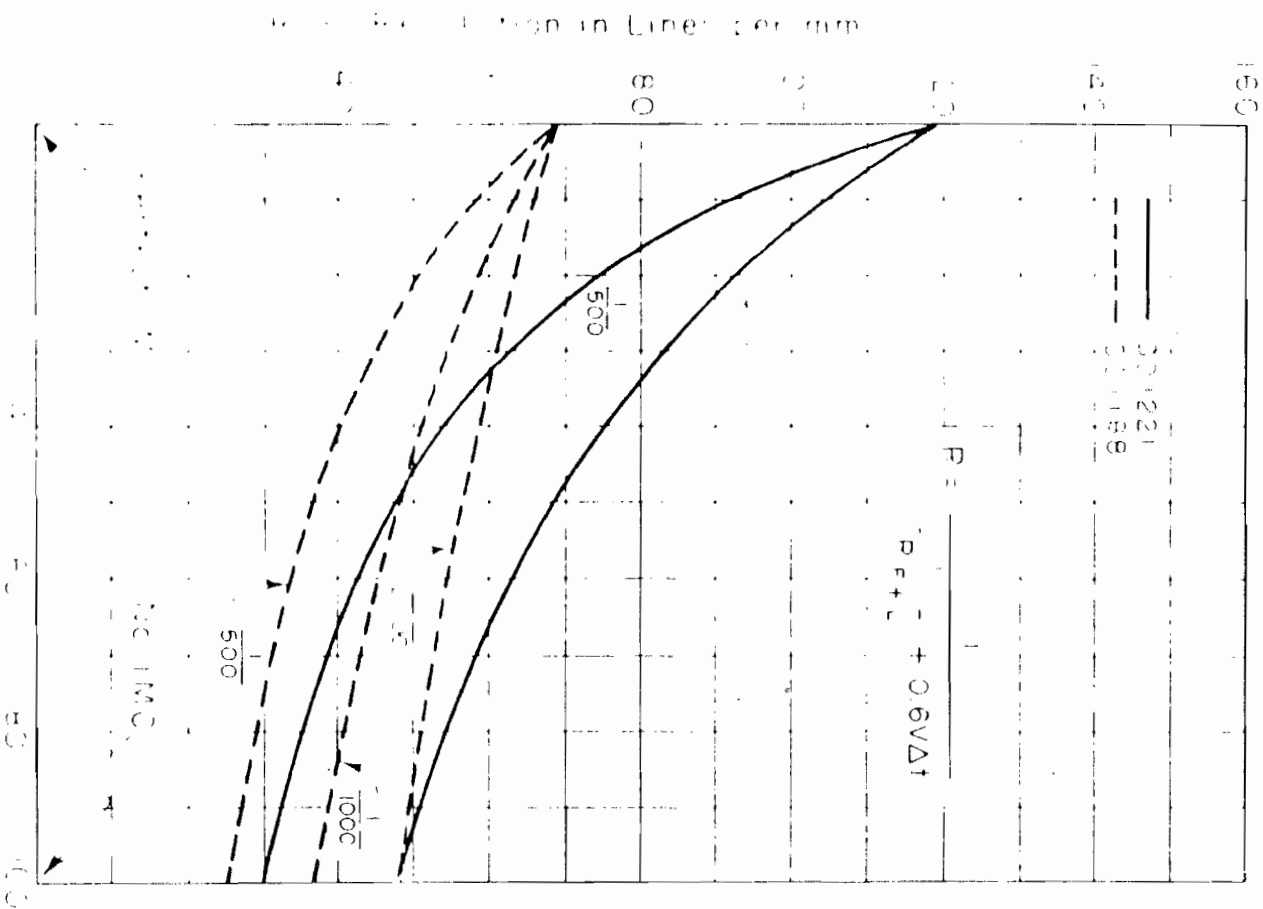


— YAW ANGLE ~ DEGREES
- - - ROLL RATE ~ MILLIRADIANS/SEC.

GROUND RESOLUTION ~ FT.

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**GEORGE
GEORGE**

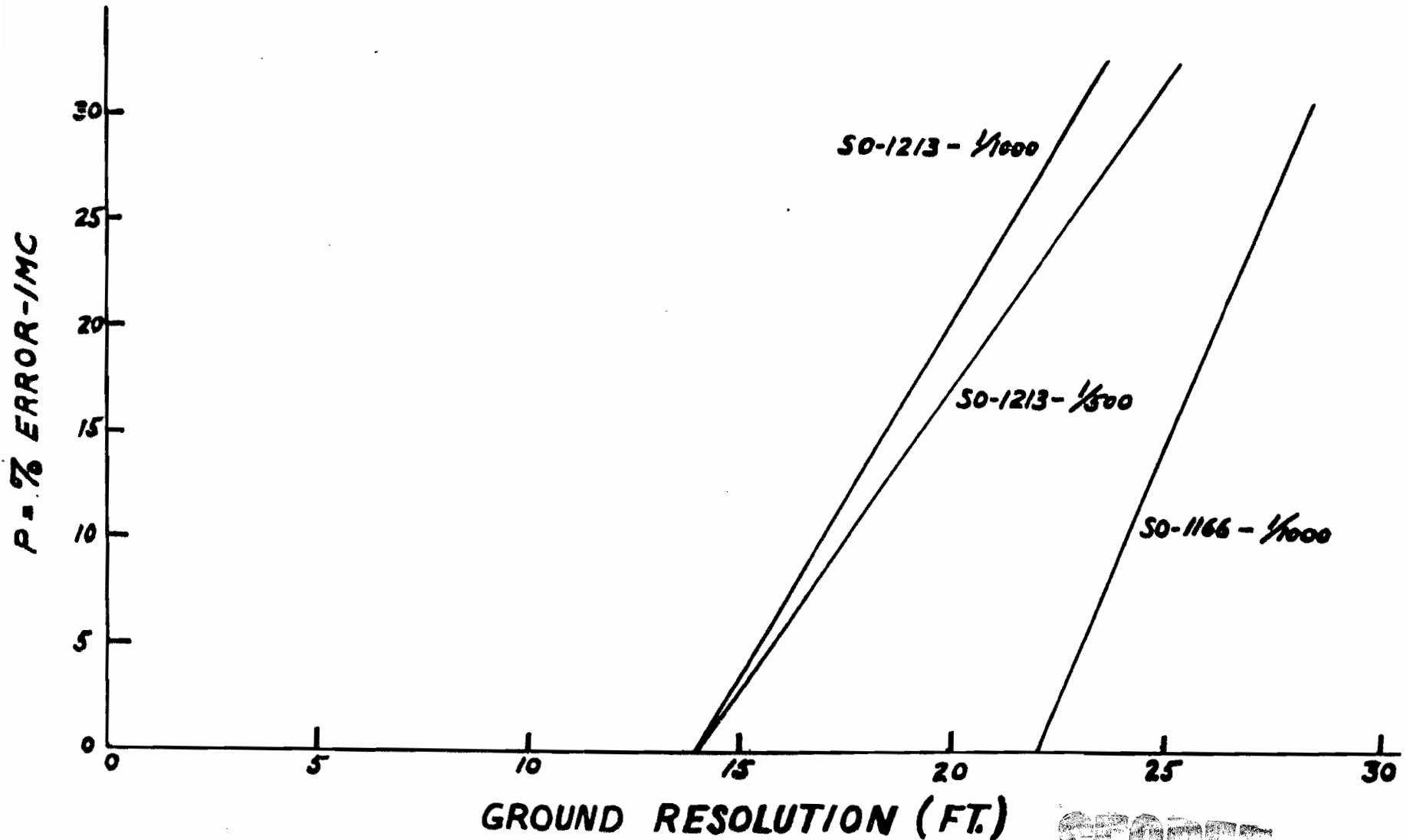


PERCENT IMAGE MOTION
COMPENSATION ERROR FOR EK SO 1188
AND EK SO 1221

**GEORGE
GEORGE**

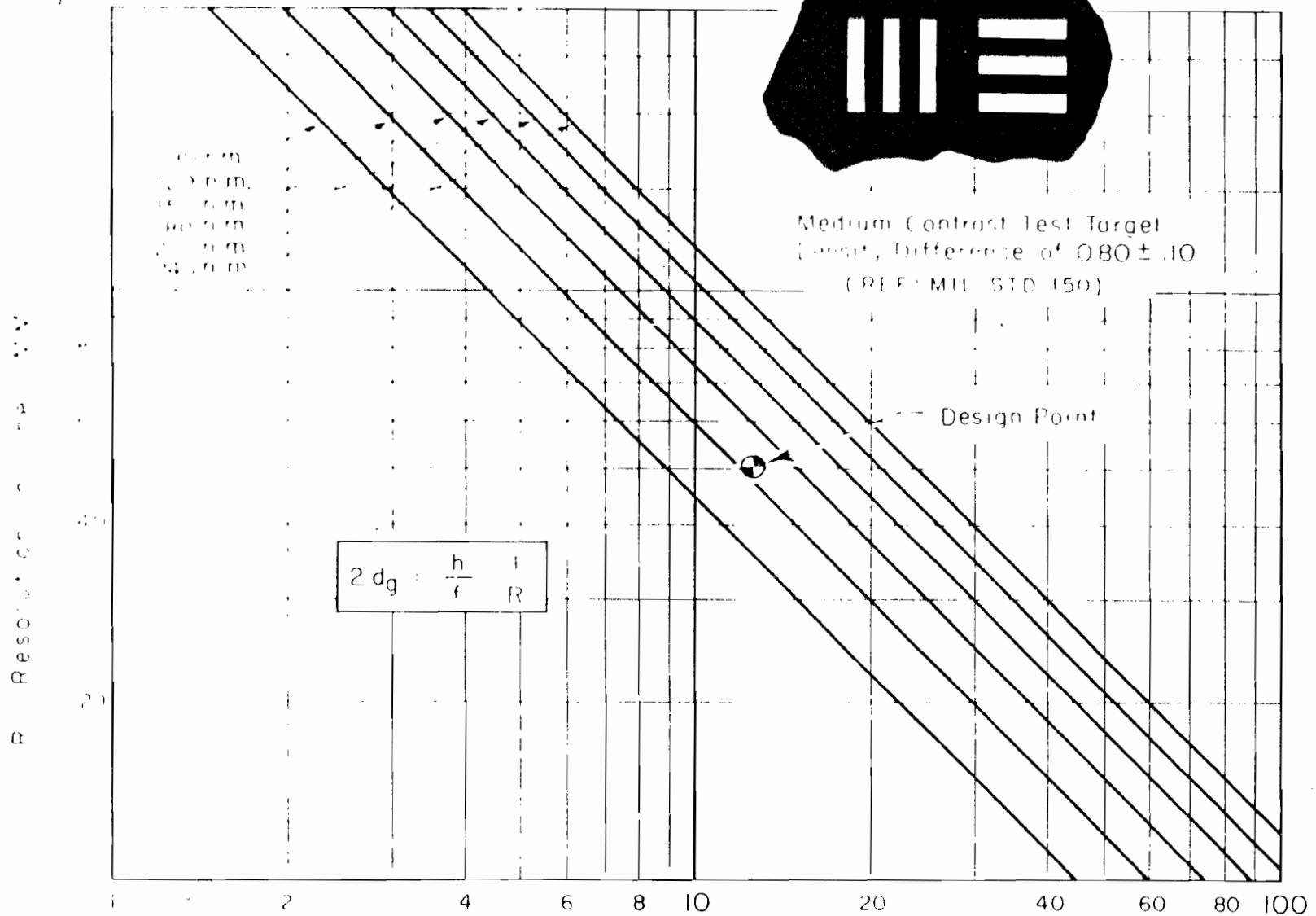
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GROUND RESOLUTION VS % ERROR-IMC



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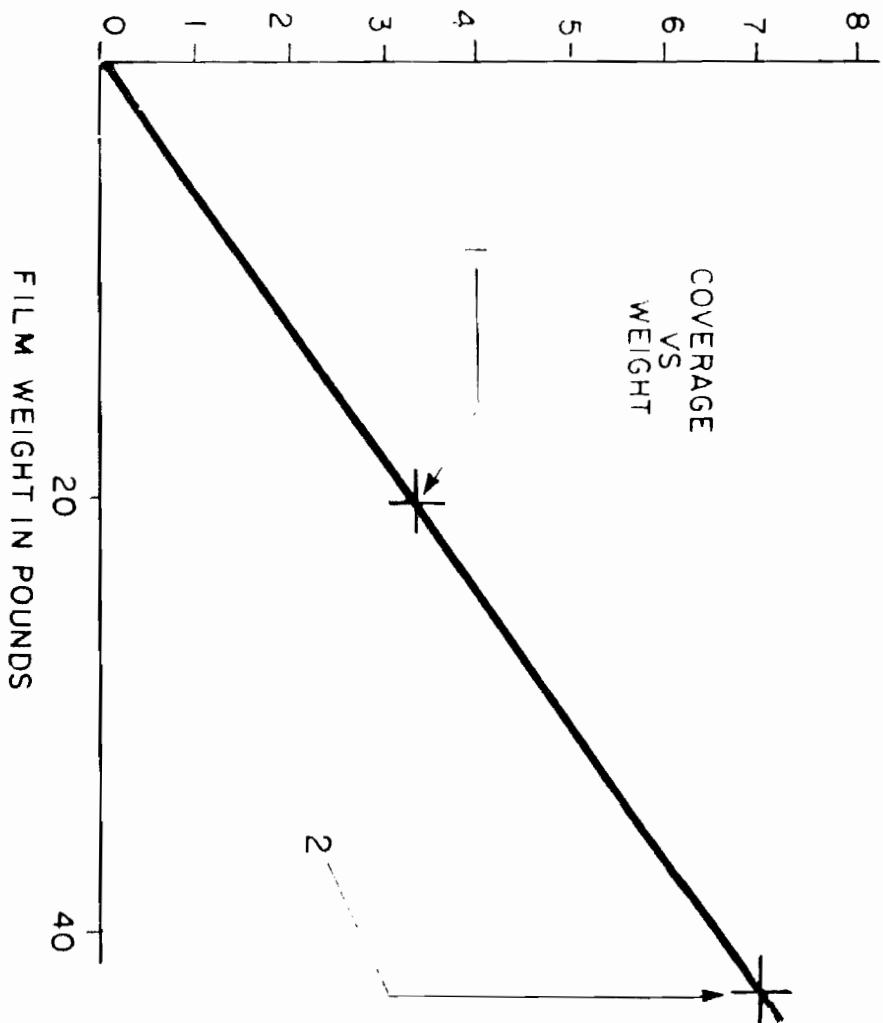


d_g - Resolved Ground Spacing in Feet
 d_g - W (In Mil Std 150)

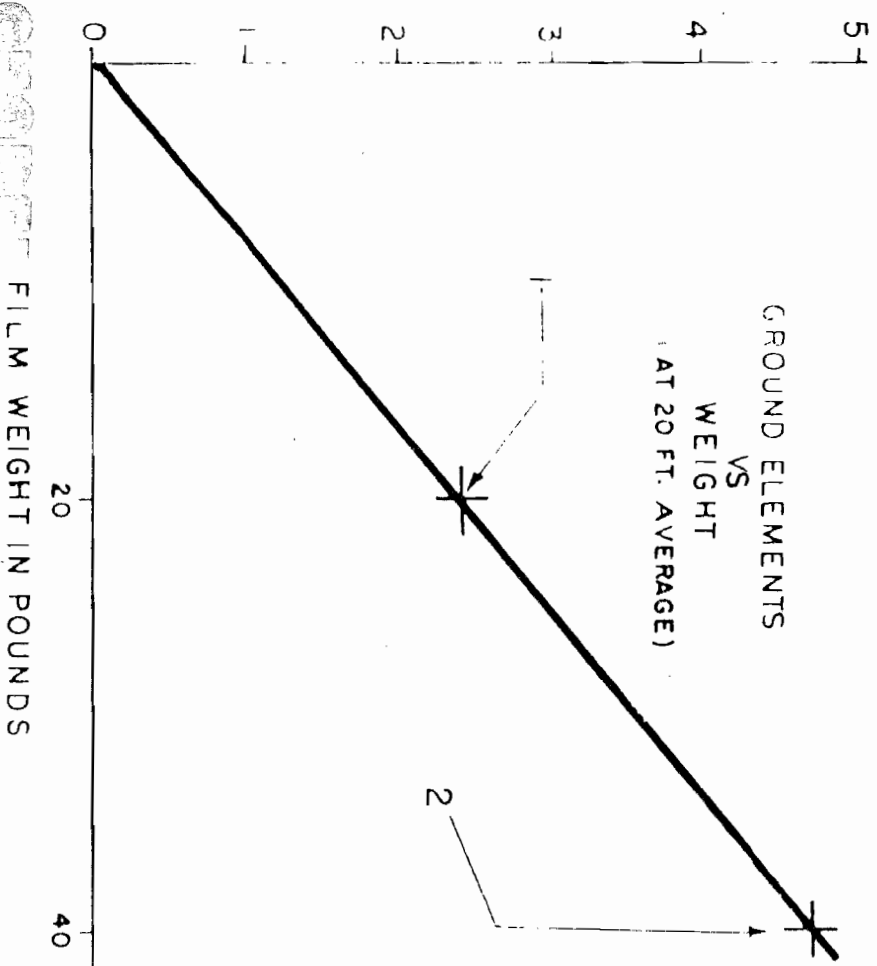
RESOLVED GROUND SPACING vs. CAMERA RESOLUTION

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COVERAGE 10^6 SQ. MILES



10^2 GROUND ELEMENTS



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HYAC II CAMERA PARAMETERS

DESIGN ALTITUDE - 138 S. MILES

SCAN - $\pm 35^\circ$ FROM NADIR

LENS - FOCAL LENGTH 24 INCHES, $f/5$

HIGH ACUITY, LOW DISTORTION, RESOLUTION

100 LINES PER mm, FILTER K-2 EQUIVALENT

FILM - 70 mm THIN BASE (3 1/2 in)

EK SO-1188 AND SO-1221

EXPOSURE - 1/500, 1/1000, 1/2000 SEC.

CAPACITY - 7000 FEET OF FILM (40 LBS.)

TOTAL TRACK LENGTH 420°

OVERLAP - 10% AT DESIGN ALTITUDE

INC - 90% OVER-ALL

INC RATE - VARIABLE BY COMMAND IN 5% STEPS TO $\pm 20\%$ FROM

NOMINAL, AND IN ONE 20% STEP TO $\pm 40\%$

OPERATIONAL ENVIRONMENT - VEHICLE NON-PRESSURIZED

TEMPERATURE $70^\circ \pm 10^\circ$ F

ACCURACY OF LOCATION - ONE MILE OVER-ALL

AUXILIARY DATA - VEHICLE TIME TO 0.1 SEC., VERNIER TIME

MARKS FOR DETERMINATION OF SCAN VELOCITY,

PORT AND STARBOARD HORIZONS FOR DETERMINATION

OF PITCH AND ROLL TO 0.1°

YAW DETERMINATION - TO 0.1° BY MATCHING OF OBJECTS IN

OVERLAP REGION

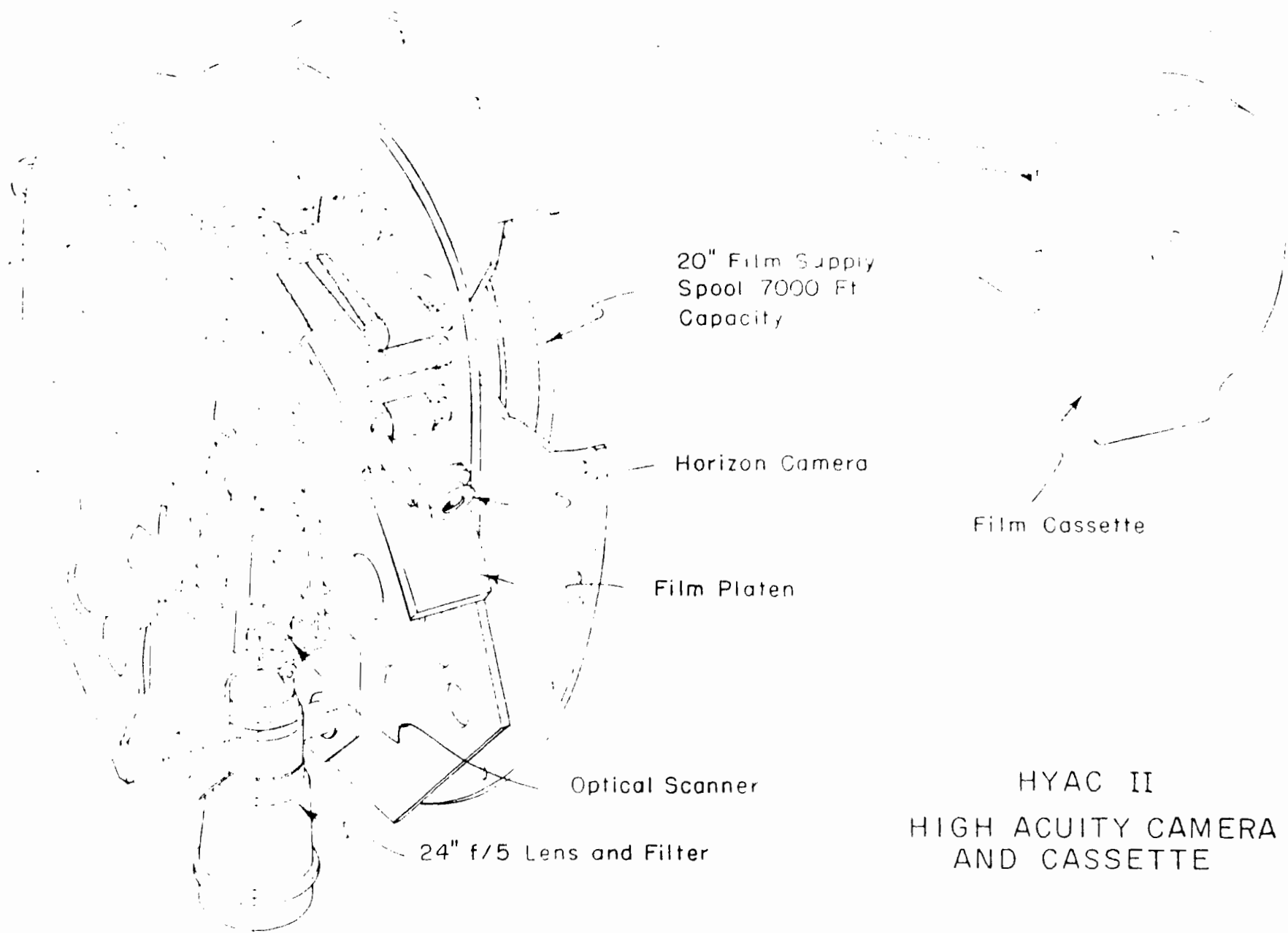
WEIGHT - CAMERA, INCLUDING VEHICLE CLOCK, v/h CONTROL,

AND INSTRUMENTATION 92.5 LBS.

TAKE-UP CASSETTE 12.5 LBS.

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20" Film Supply
Spool 7000 Ft
Capacity

Horizon Camera

Film Platen

Optical Scanner

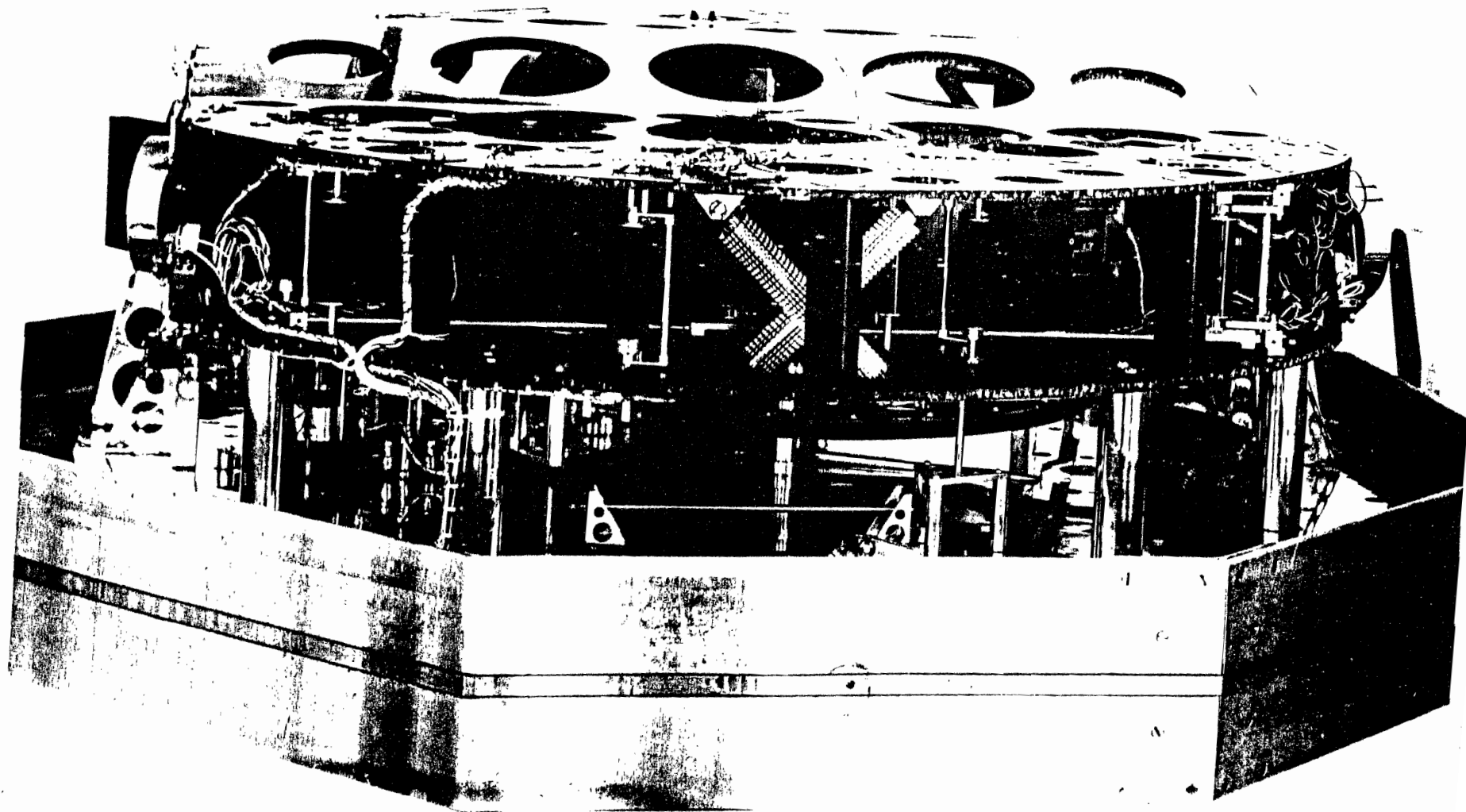
24" f/5 Lens and Filter

Film Cassette

HYAC II
HIGH ACUITY CAMERA
AND CASSETTE

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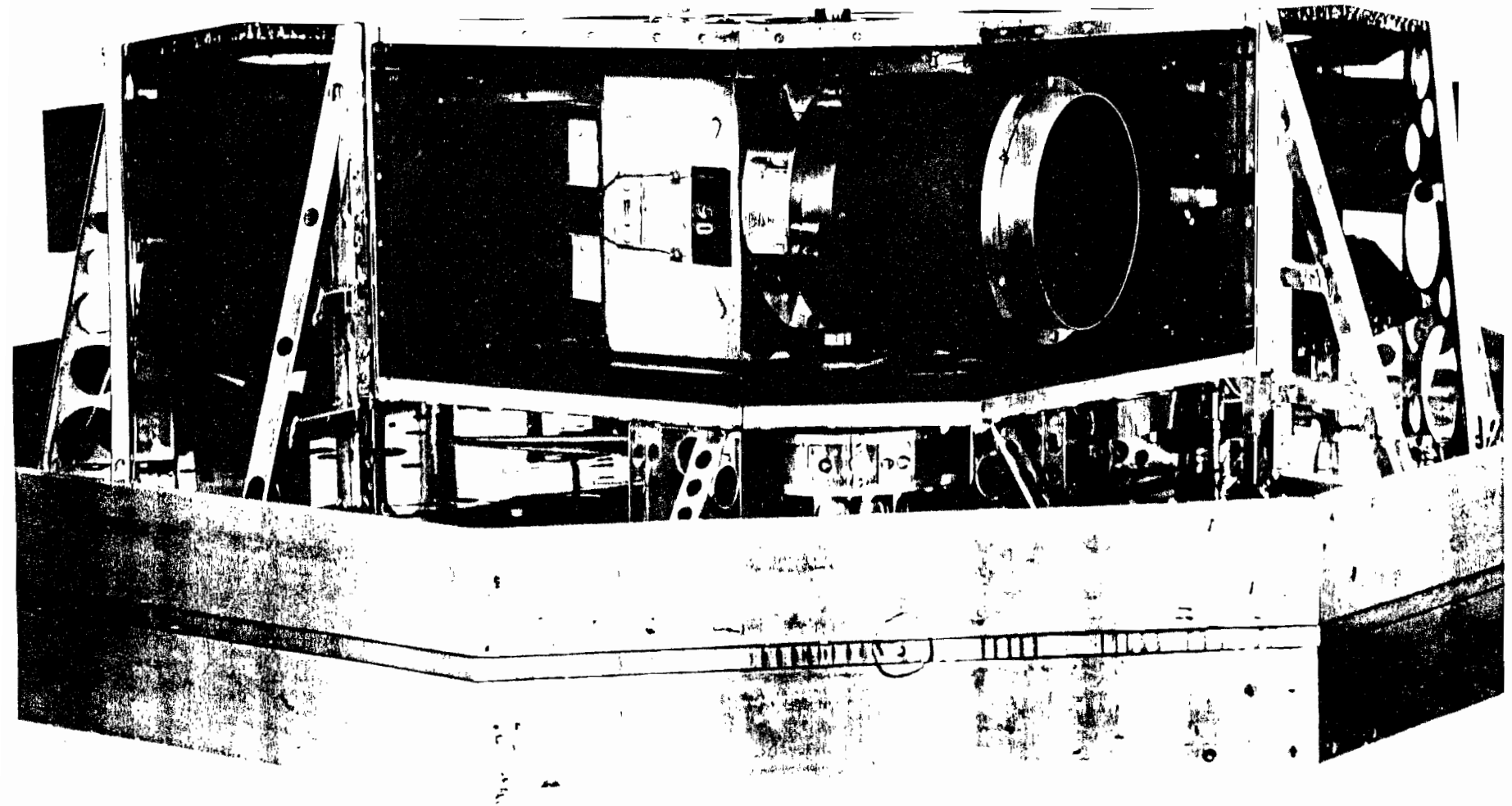
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HIGH ACUITY
PANORAMIC CAMERA

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~~UNCLASSIFIED~~

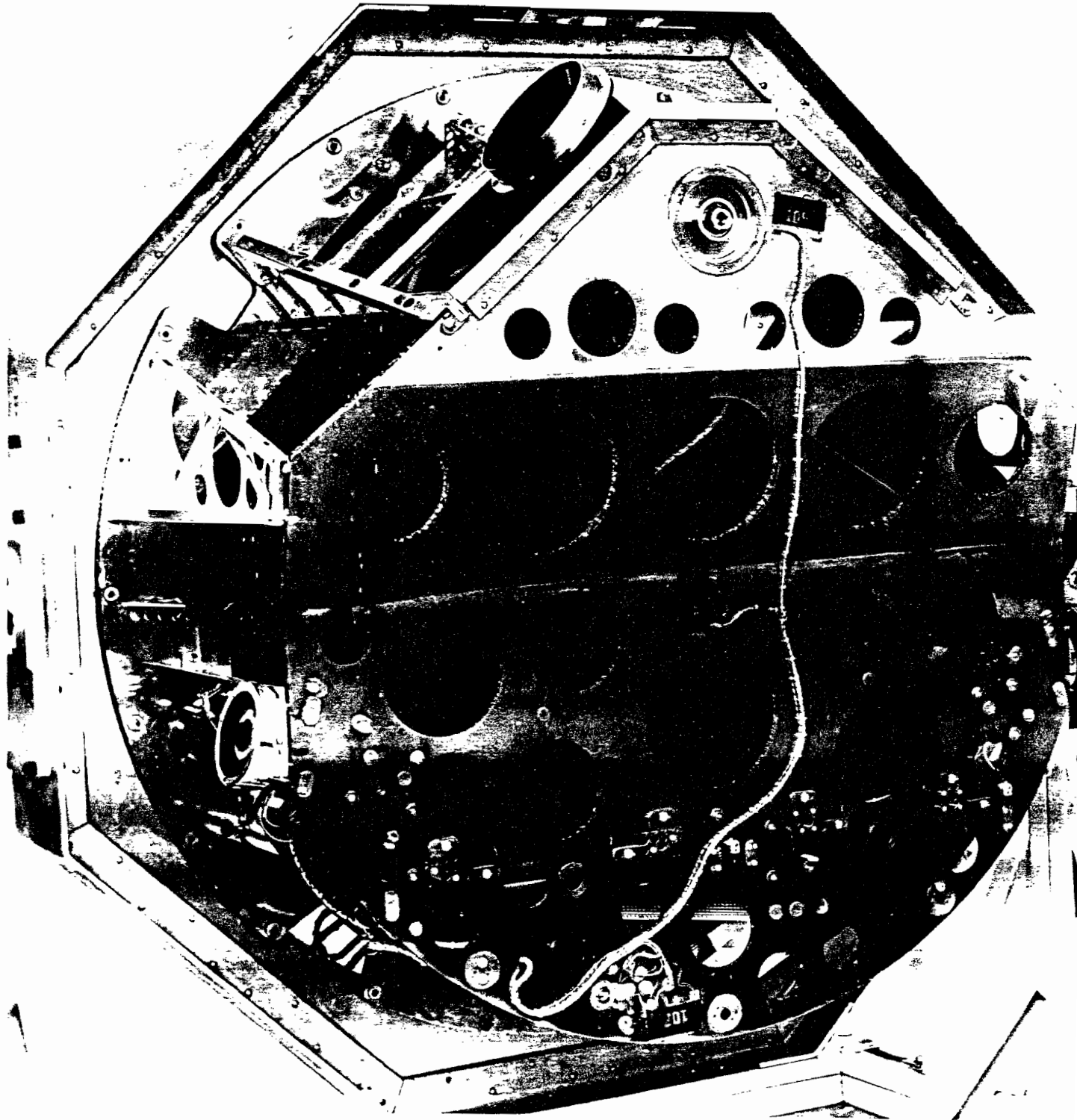
GEORGE
CALVERT



HIGH ACUITY
PANORAMIC CAMERA

GEORGE
CALVERT

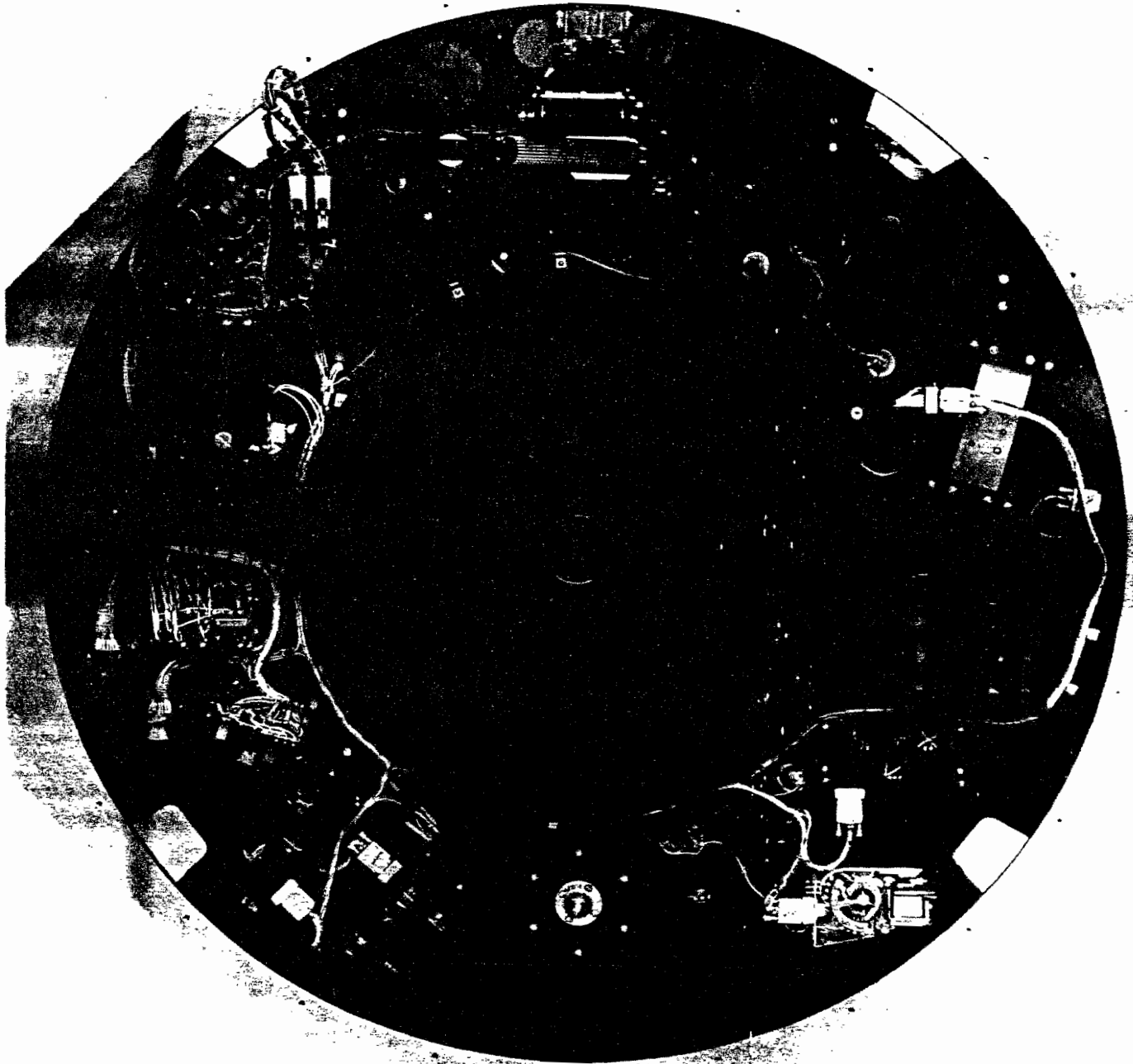
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HIGH ACUITY
PANORAMIC CAMERA

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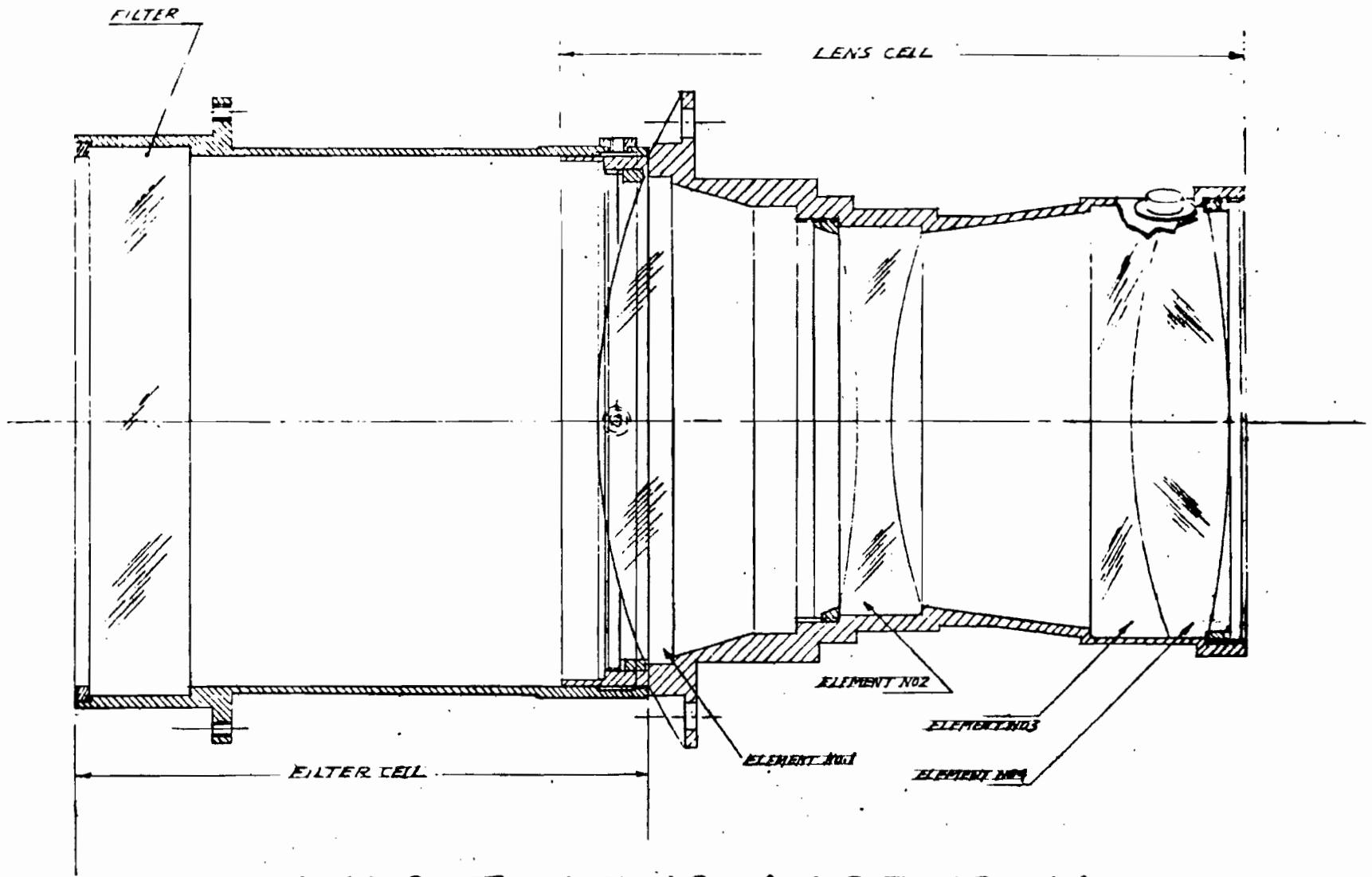
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HIGH ACUITY
PANORAMIC CAMERA

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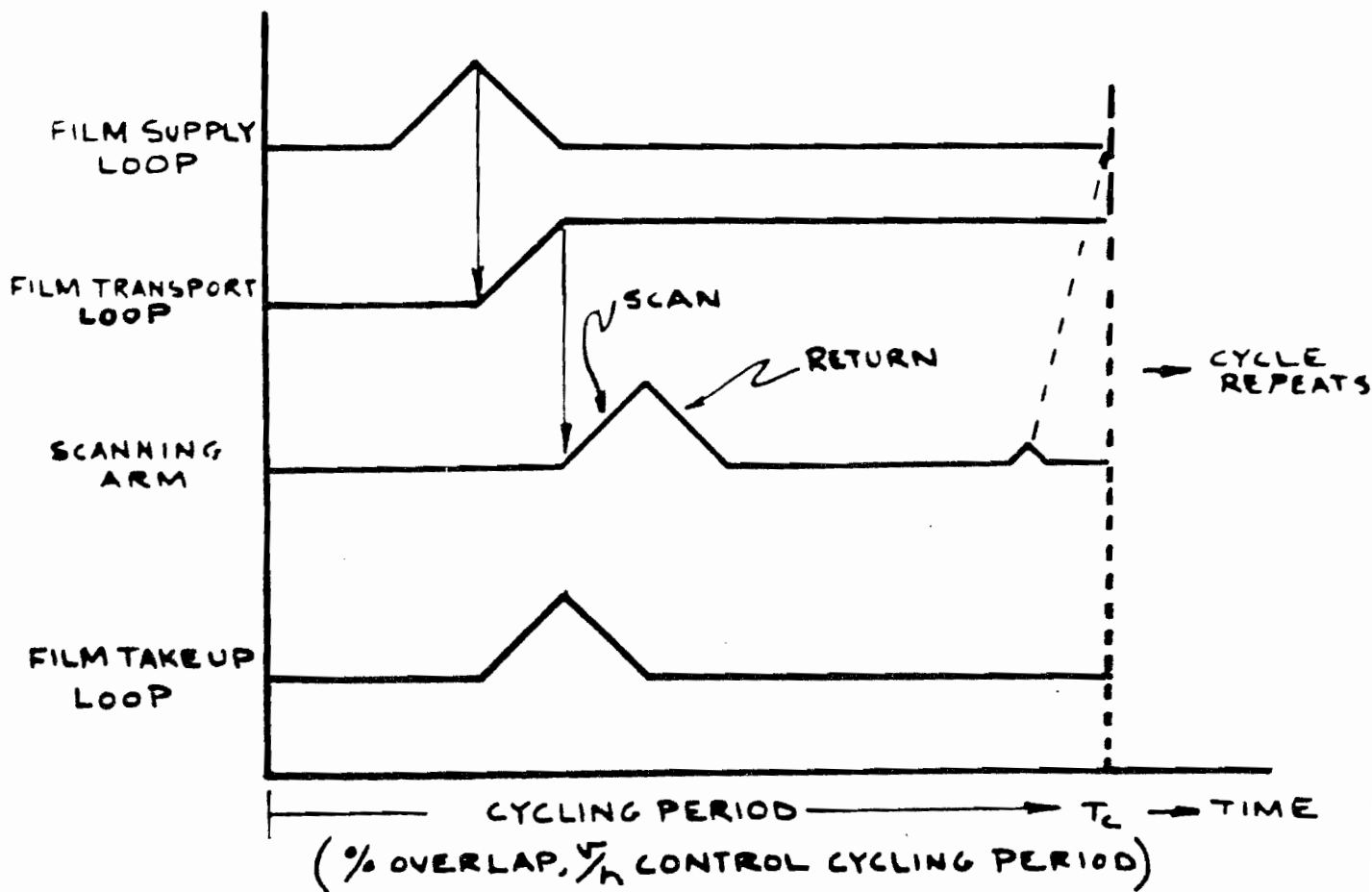
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~~REPRODUCTION~~



HYAC II LENS ASSEMBLY
FOCAL LENGTH 24" f/5

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~~REPRODUCTION~~

HYAC II FUNCTIONAL DIAGRAM



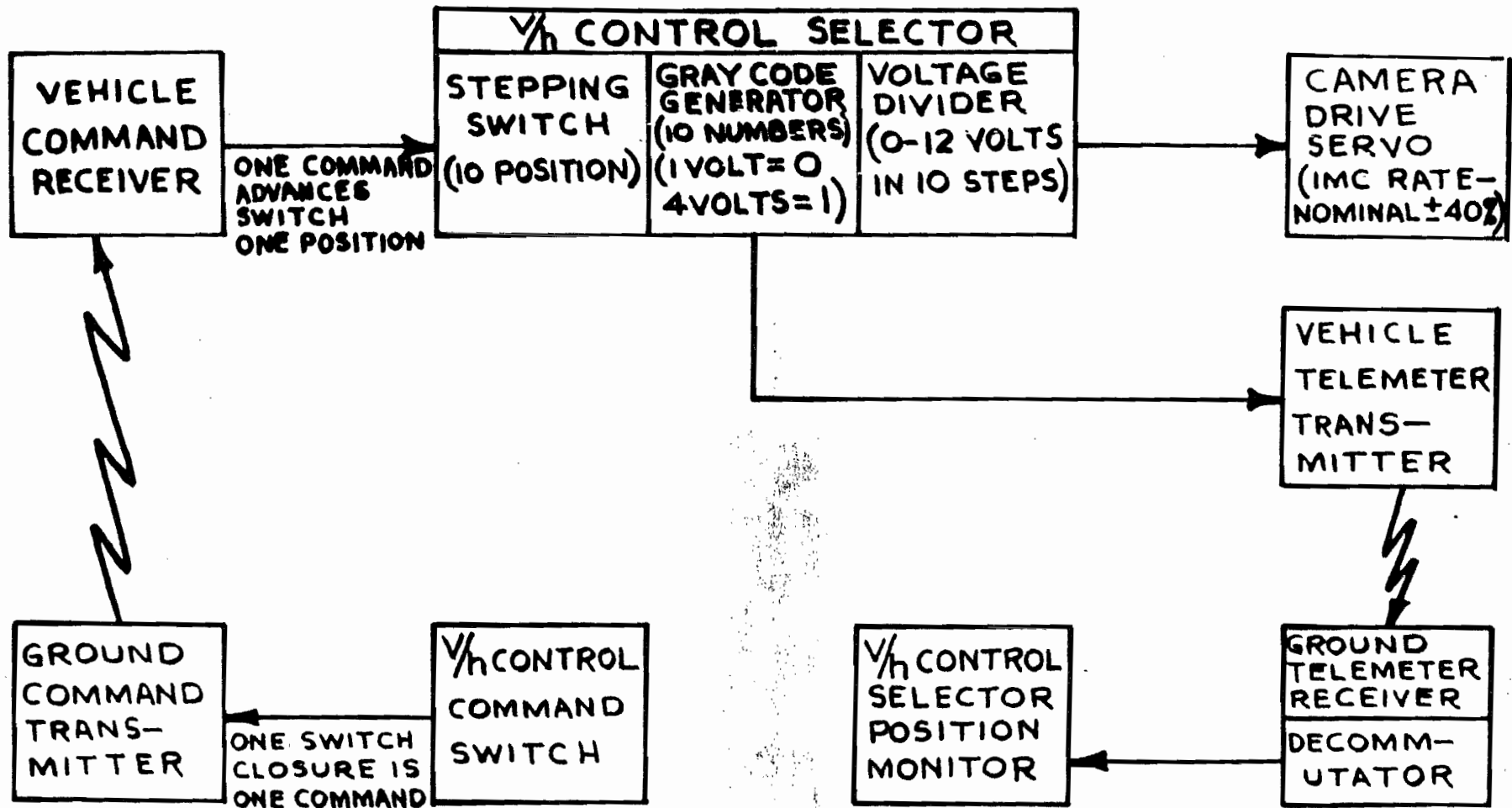
A. CONTROL ~ SEQUENTIAL

B. SEQUENTIAL STEPS

1. FILM SUPPLY LOOP FILLS.
2. FULL LOOP TRIGGERS FILM TRANSPORT.
3. FILM TRANSPORT COMPLETION TRIGGERS SCAN ARM.
4. SCANNING ARM RETURN STROKE PREPARES SYSTEM FOR REPETITIVE CYCLE.

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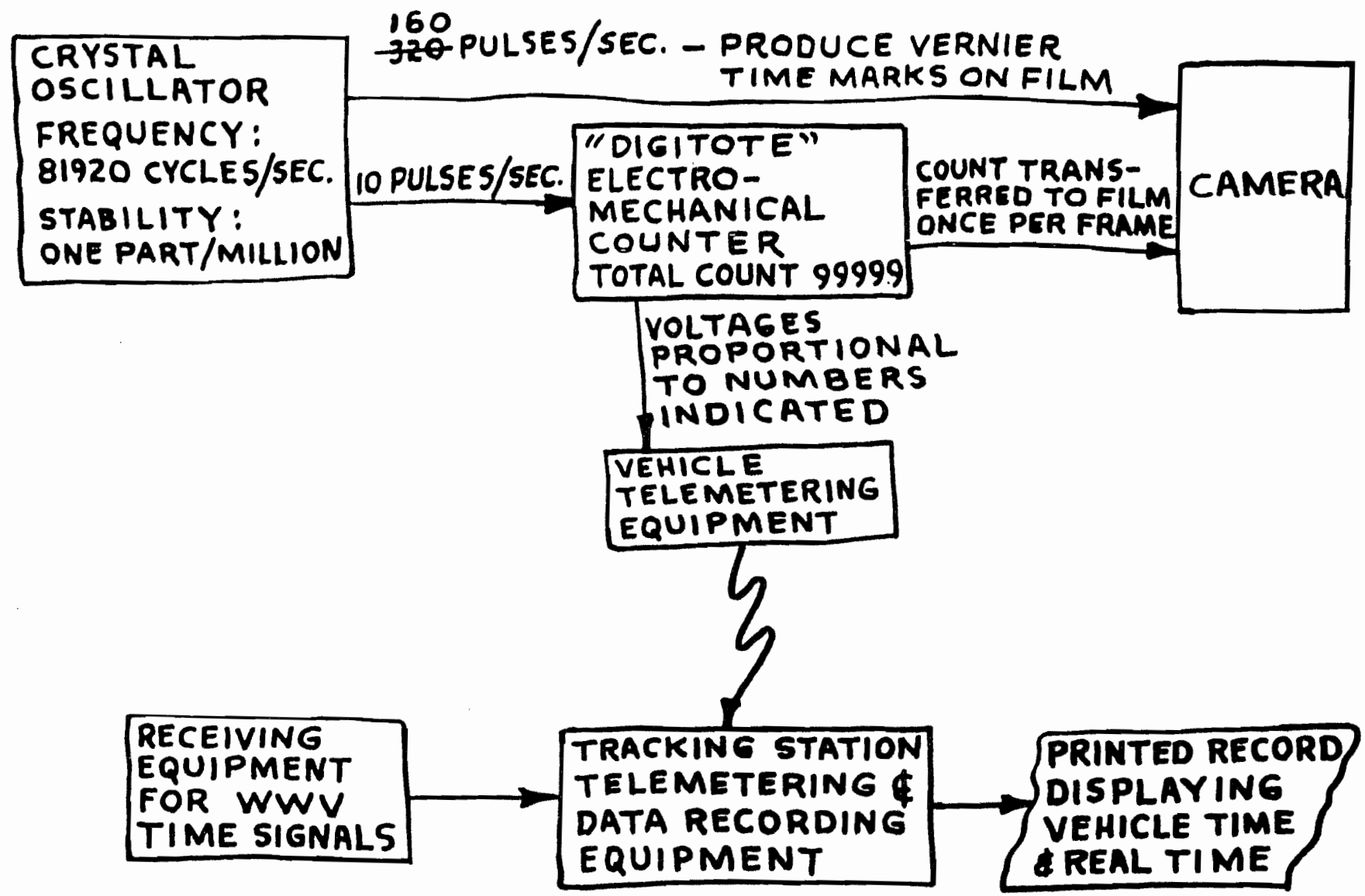
$\frac{1}{n}$ CONTROL



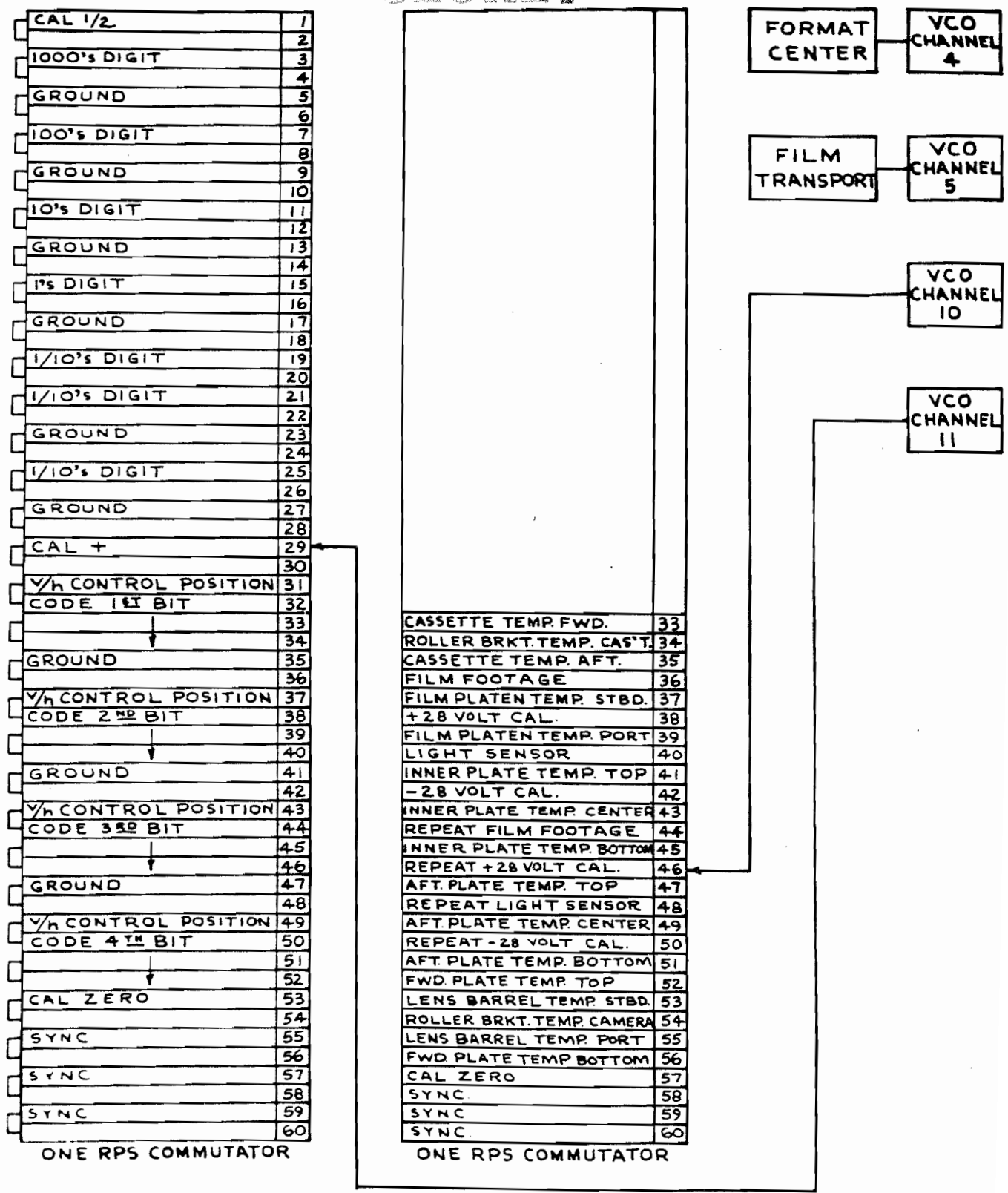
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VEHICLE CLOCK



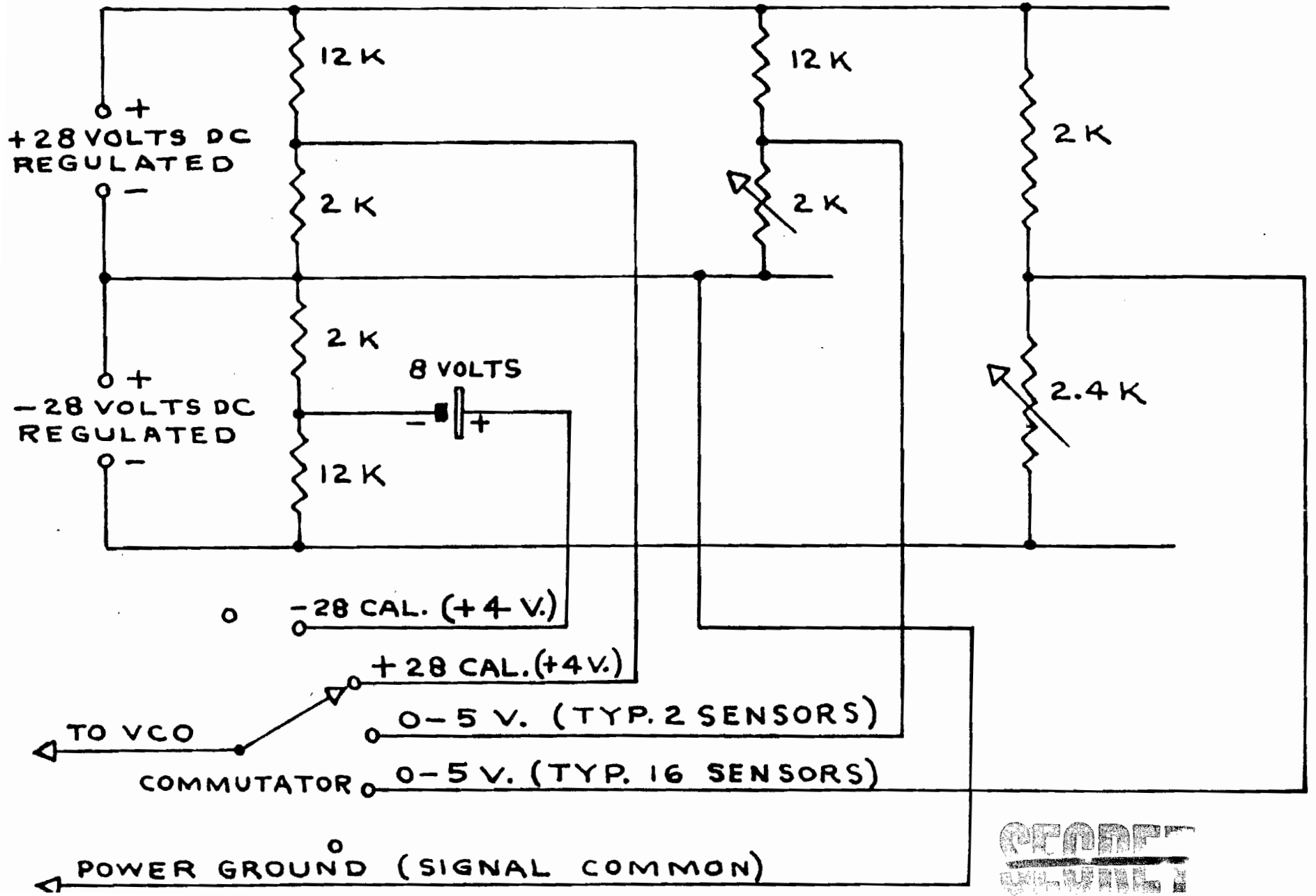
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FLOW DIAGRAM
INSTRUMENTATION SIGNALS

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SCHEMATIC CIRCUIT COMMUTATED SIGNALS CH. 10

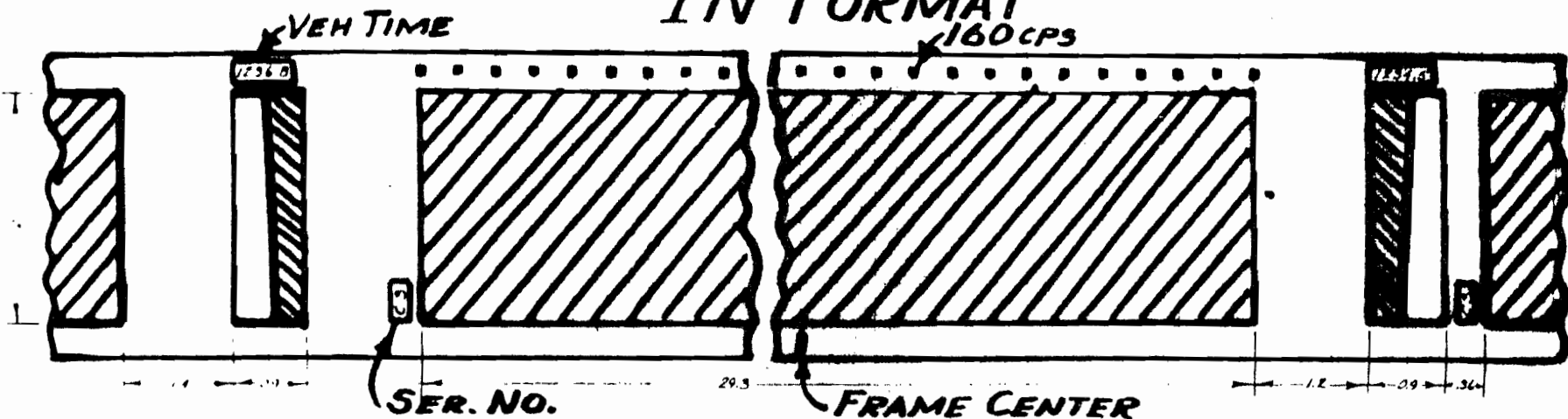


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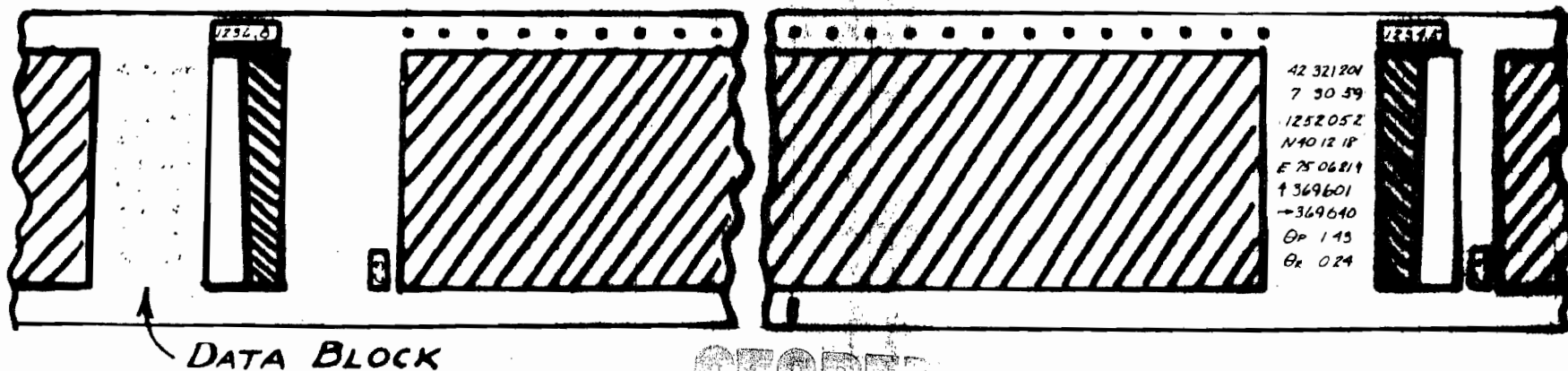
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PRODUCT

1N FORMAT



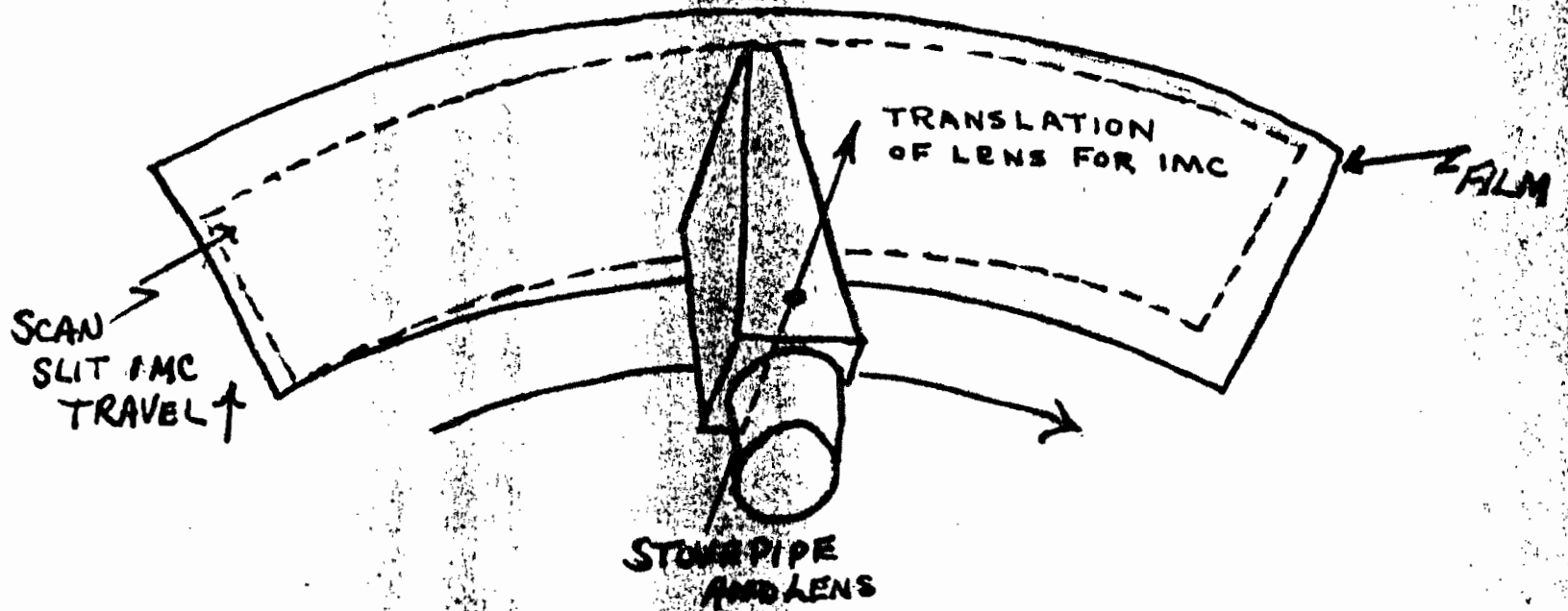
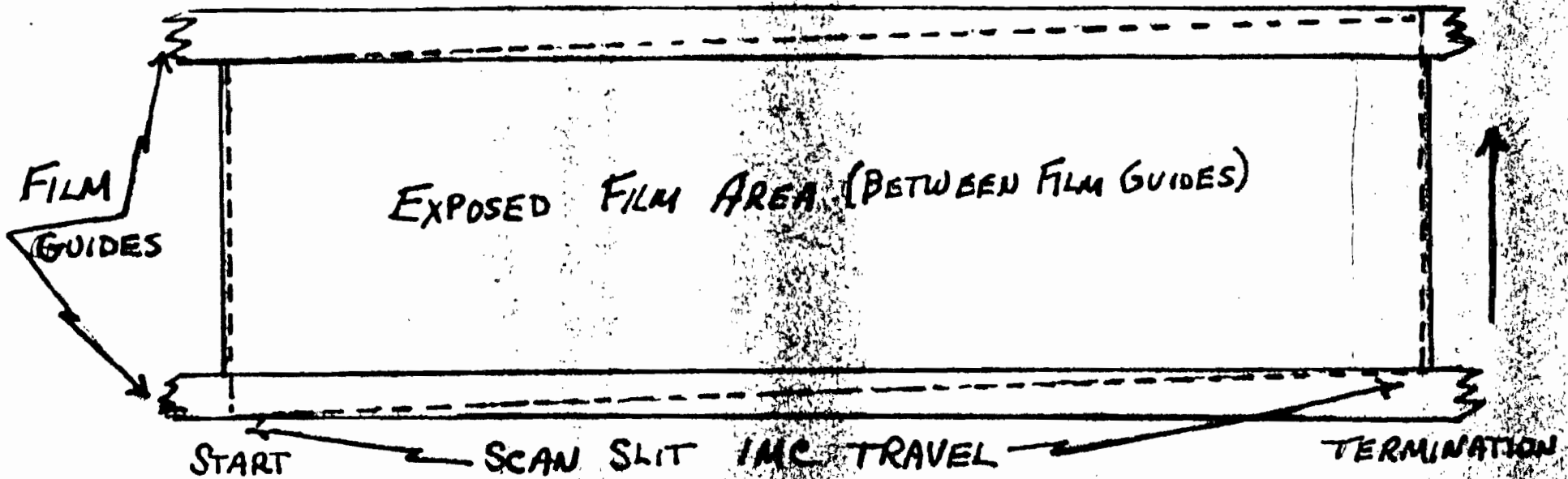
1N' FORMAT



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EFFECT OF IMC ON FORMAT



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POWER CONSUMPTION RECONNAISSANCE SYSTEM

POWER SOURCE	SEPT. 24	JAN. 23
	WATT-HOURS	WATT-HOURS
115 VOLTS $\pm 1\%$ 400 ± 1 CPS, 1 Φ	15	5
115 VOLTS $\pm 5\%$ 2000 ± 20 CPS, 1 Φ	240	0
+28 VOLTS D.C. REGULATED $\pm 1.8\%$	1232.5	326
-28 VOLTS D.C. REGULATED $\pm 1.8\%$	12.5	20
+28 VOLTS D.C. UNREGULATED	0	190

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TOTAL 1500

541

Notice of Page Substitution

Recovery Body

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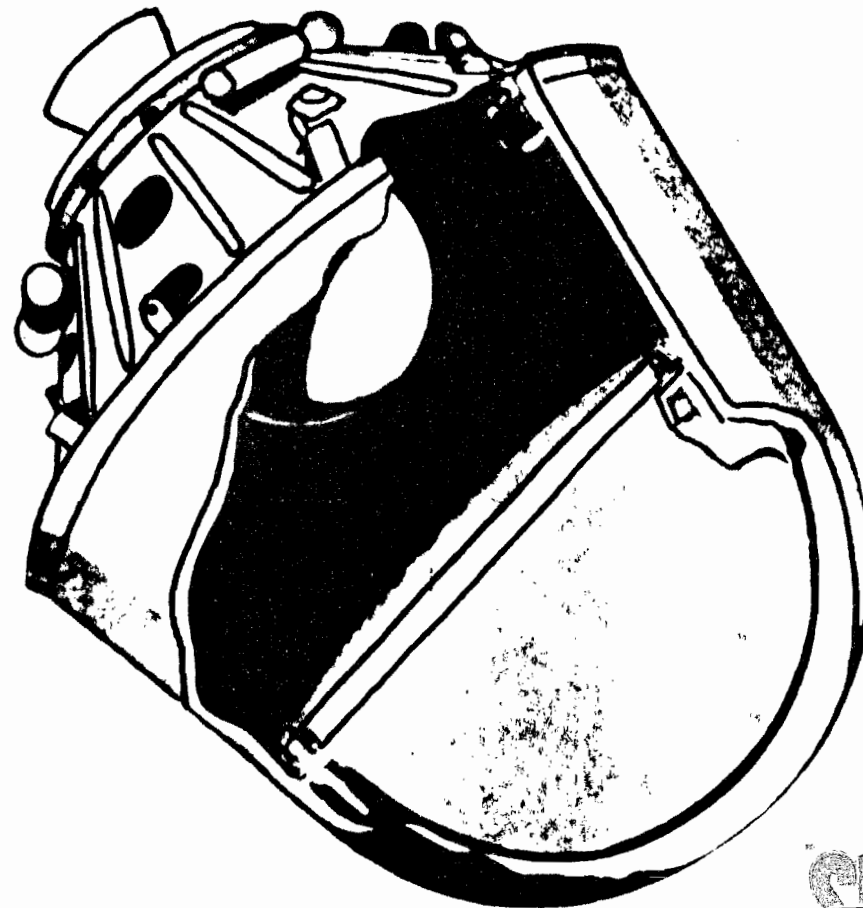
RECOVERY SYSTEM

- PARACHUTE DESCENT
- CAPSULE TRACKING & ACQUISITION AIDS
 - (A) CHAFF
 - (B) SILVERED CHUTE
 - (C) PULSED BEACON
 - (D) RESCUELITE
- DETECTION DEVICES
 - (A) RC-121 AIRCRAFT WITH APS20/45 RADAR
 - (B) C-119J AIRCRAFT WITH DIRECTION FINDER
 - (C) SHIPS WITH DIRECTION FINDER
- PICKUP EQUIPMENT
 - (A) C-119J WITH A.A.E. CO MODEL 80C PICKUP EQUIPMENT
 - (B) SHIP

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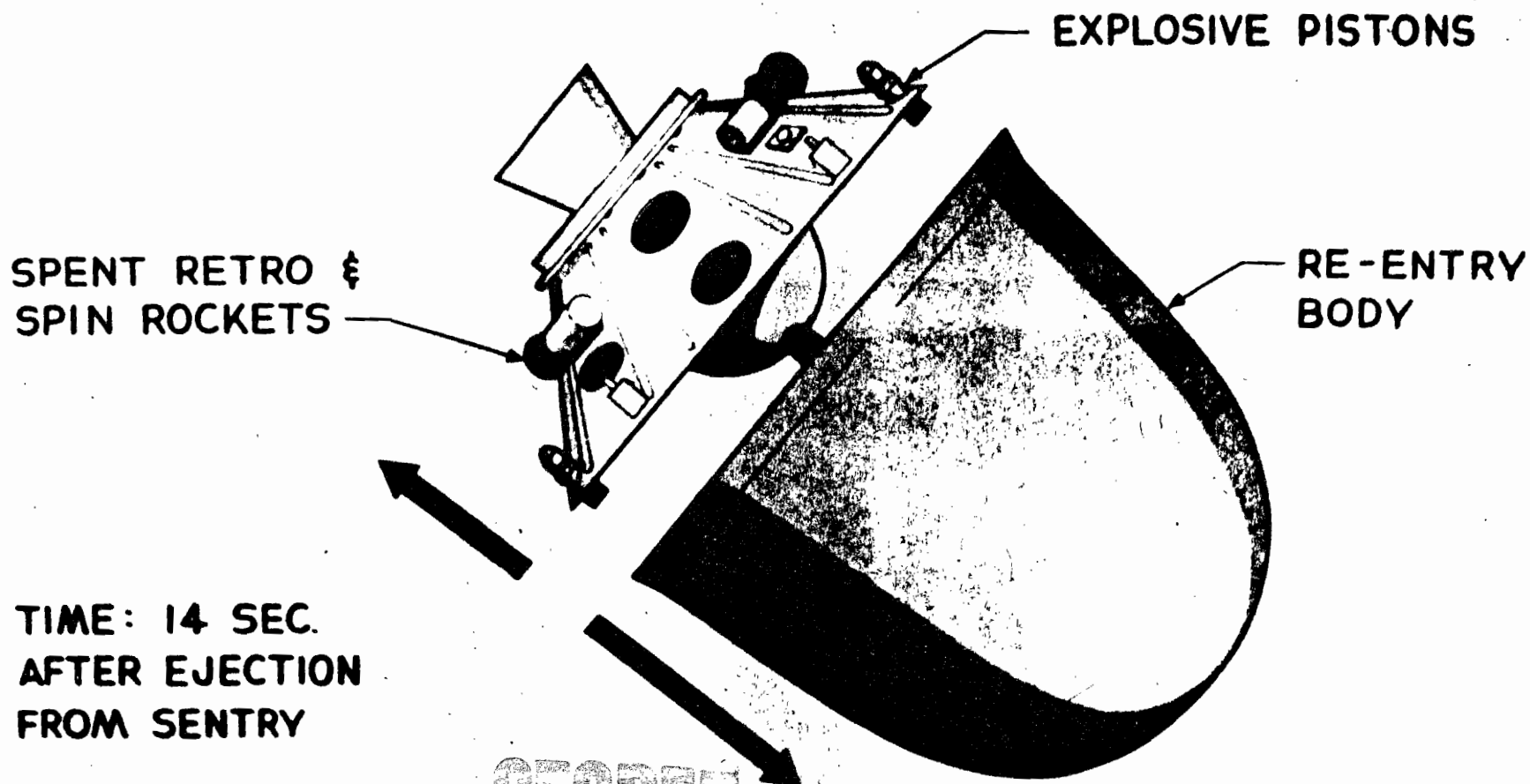
RE-ENTRY CAPSULE



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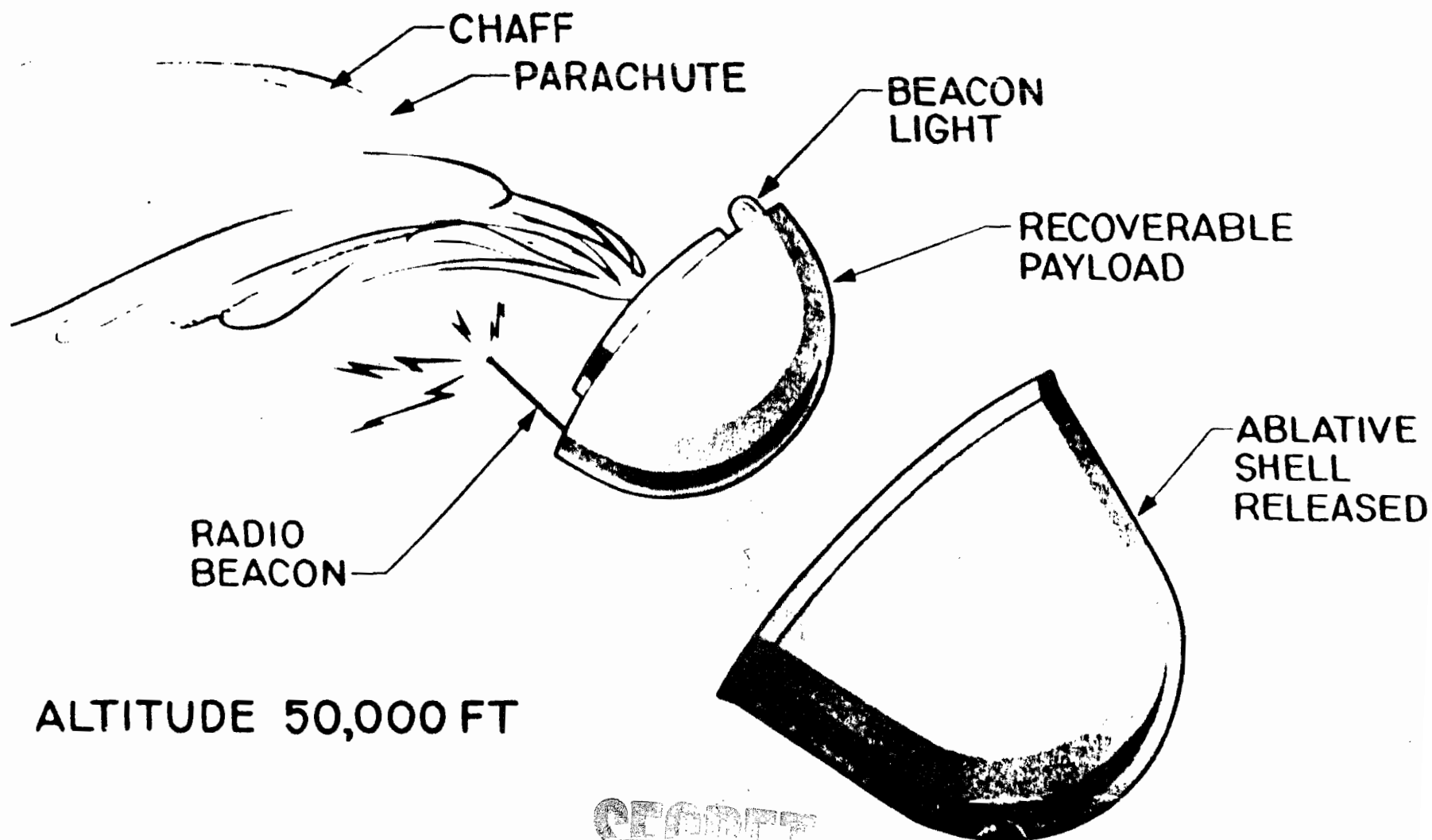
PROPULSIVE SYSTEM RELEASE



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RECOVERY SYSTEM



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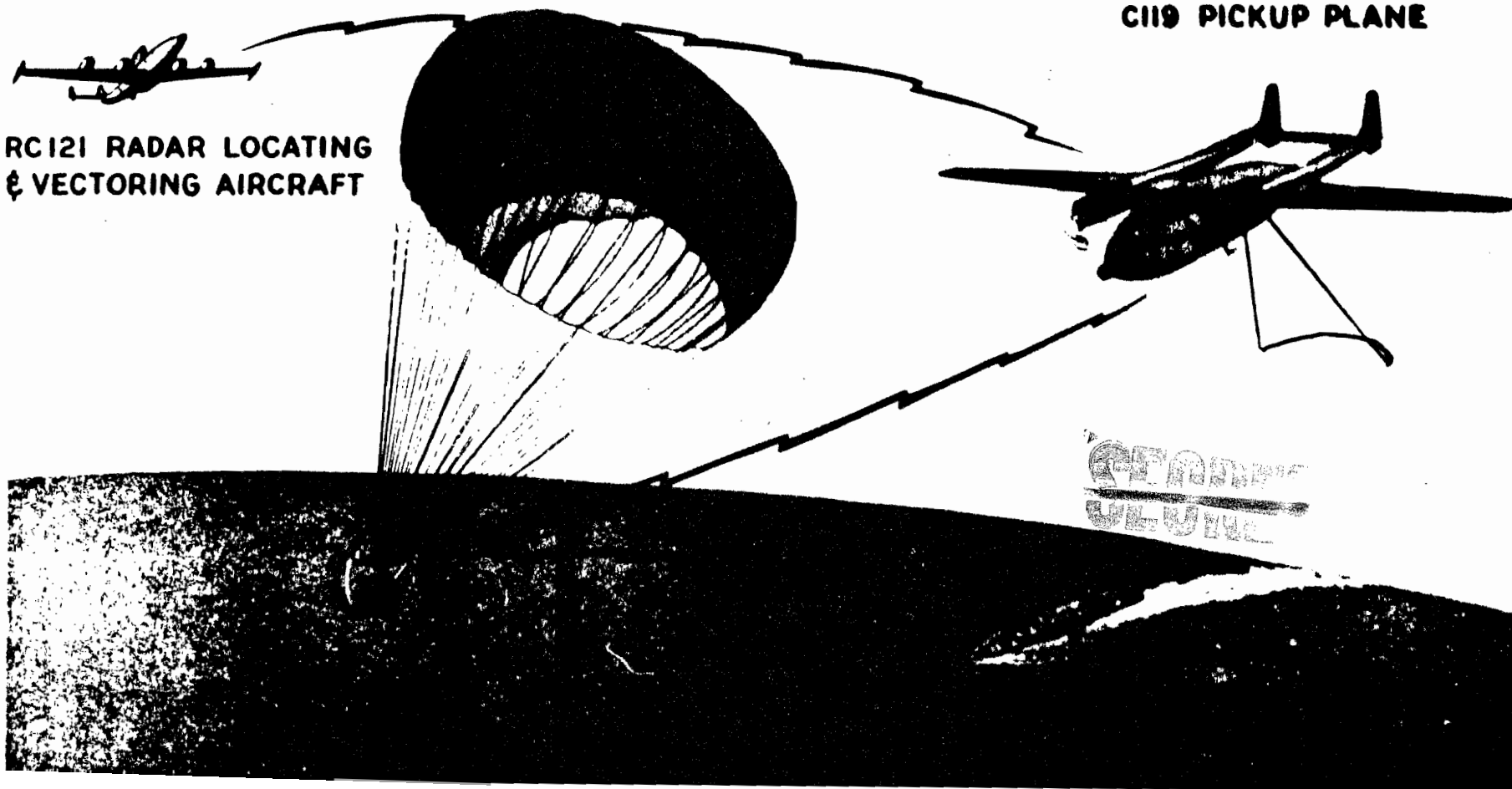
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CAPSULE RECOVERY

PROGRAM IIA

CI19 PICKUP PLANE

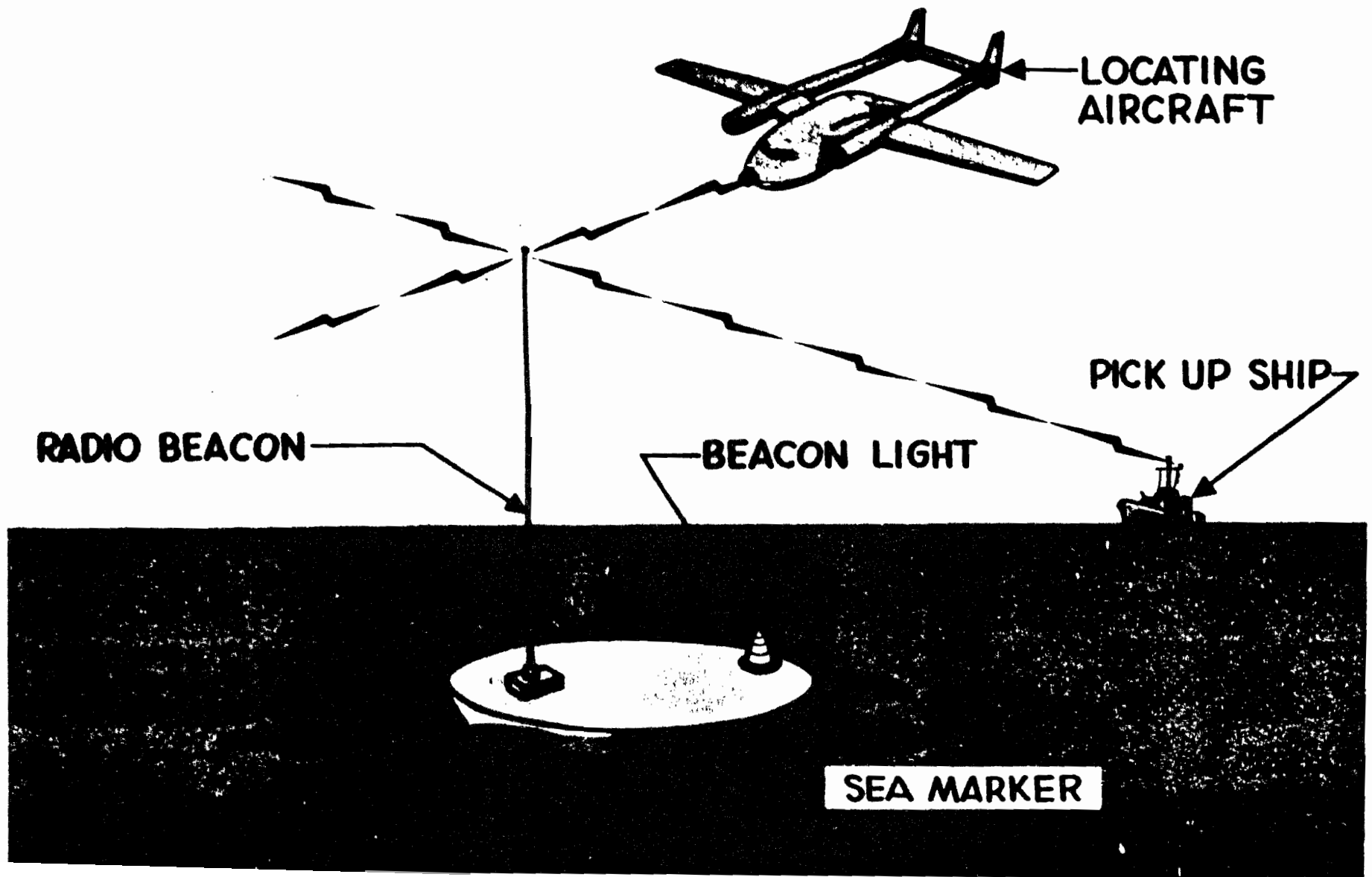
RC121 RADAR LOCATING
& VECTORING AIRCRAFT



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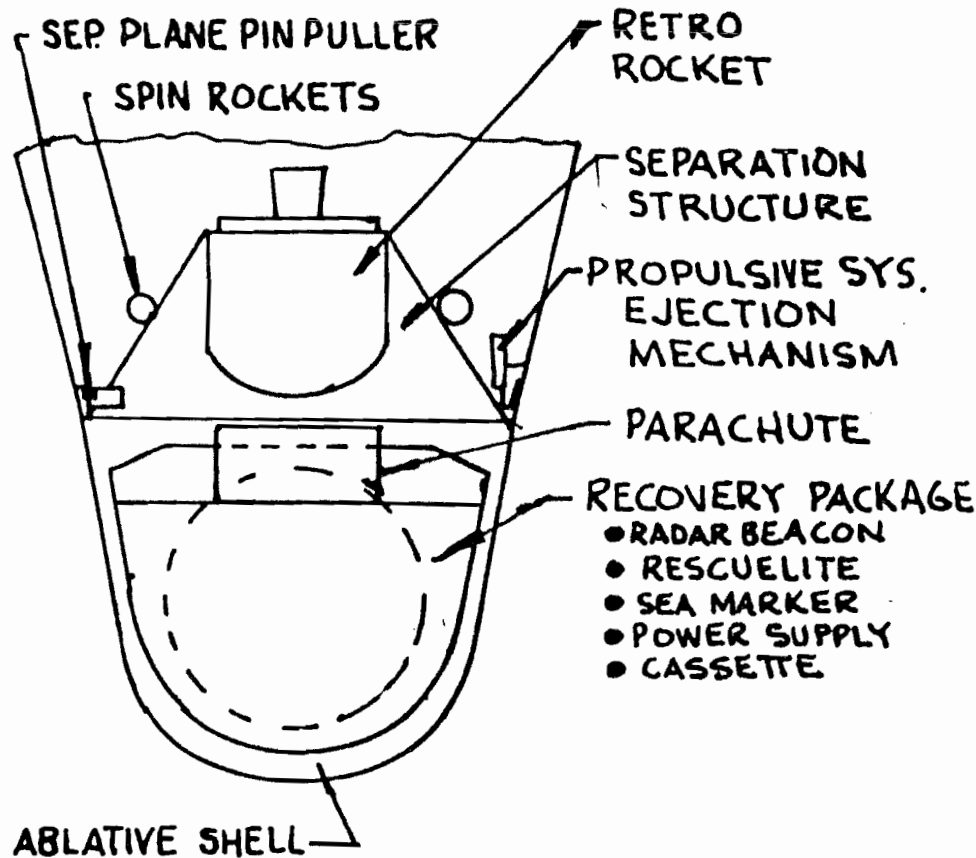
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WATER RECOVERY



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A E T RECOVERY SYSTEM



WEIGHTS

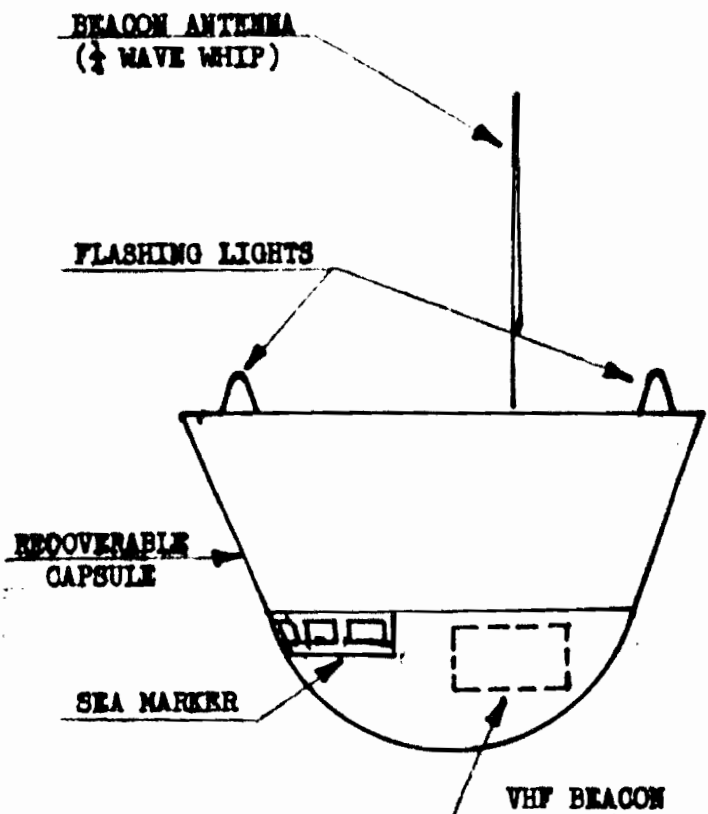
RECOVERY SHELL	84.5 LBS
PROPULSION EJECTION	73.5
RECOVERY SYSTEM	63.5
CASSETTE	12.5 (CAPACITY-40 LBS)
TOTAL	234.0 LBS

NOTE : FILM NOT INCLUDED

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RECOVERY AIDS CHARACTERISTIC



VHF BEACON

- (1) OPERATING FREQUENCY - 232.4 MC
- (2) PULSE REPETITION FREQUENCY - 1.0 KC
- (3) PEAK POWER OUTPUT - 15 WATTS
- (4) AVERAGE POWER OUTPUT - 640 MILLIWATTS
- (5) WEIGHT - 4 LBS.
- (6) OPERATING CAPABILITY - 18 HOURS

FLASHING LIGHT (2 REQUIRED)

- (1) TYPE - XENON FLASH LAMP
- (2) INTENSITY - 2×10^6 LUMEN PEAK PER FLASH
- (3) FLASH REPETITION INTERVAL - 1 SECOND
- (4) WEIGHT - 6 OUNCES EACH
- (5) OPERATING CAPABILITY - 18 HOURS

SEA MARKER (2 REQUIRED)

- (1) TYPE - ALUMINUM FLAKE
- (2) OPERATION - RELEASED THROUGH WATER-SOLUBLE FILM
- (3) SIZE OF SLICK - APPROXIMATELY 30 FEET WIDE,
VERY DEPENDENT ON SEA STATE
- (4) DURATION OF MARKER - 12 HOURS MAXIMUM

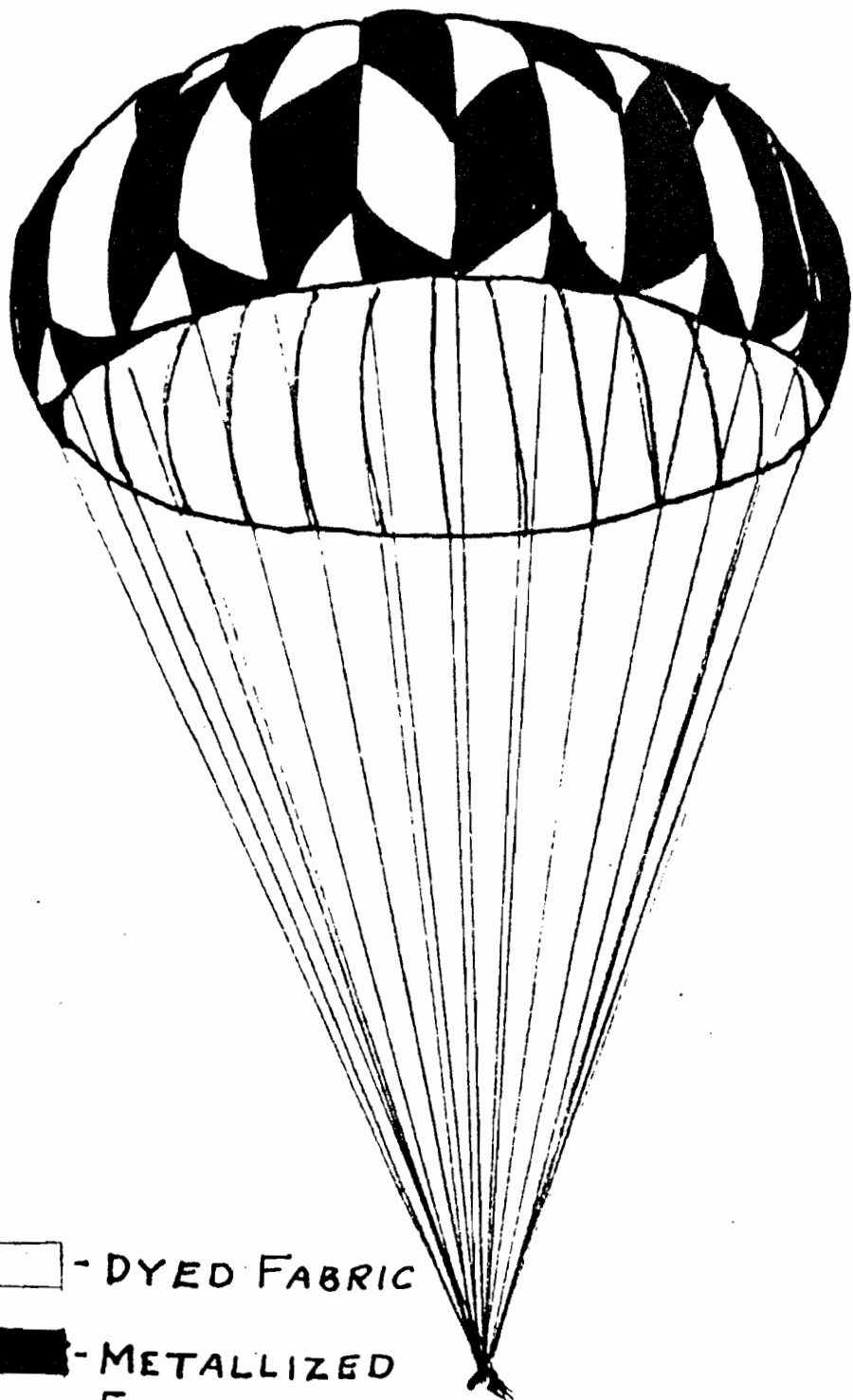
MAXIMUM DETECTION RANGES

- (1) BEACON - 185 N. MILES TO AIRCRAFT, 60 N. MILES TO SHIP,
BOTH USING NEMS-CLARKE R728/FLR-2 RECEIVING
EQUIPMENT
- (2) FLASHING LIGHT - 12 N. MILES TO AIRCRAFT, 3 N. MILES TO
SHIP MAXIMUM; LARGELY DEPENDENT ON SEA STATE AND
TIME OF DAY OR NIGHT
- (3) SEA MARKER - LESS THAN ONE MILE, AIR OR WATER DETECTION;
LARGELY DEPENDENT ON WEATHER AND SEA STATE

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PARACHUTE & CHAFF SYST.



□ - DYED FABRIC

■ - METALLIZED
FABRIC

PARACHUTE CHARACTERISTICS:

- (1) DIAMETER - 23.5 FEET
- (2) WEIGHT - 16.5 LBS.
- (3) SINK RATE - 25 FPS AT 10,000 FT
- (4) CANOPY -
1.1 OZ/SQ. YD. NYLON REINFORCED
15% FLAT EXTENDED SKIRT
CHECKERED WITH ALTERNATE SECTIONS OF
METALLIZED AND FIRE ORANGE FABRIC FOR
BOTH RADAR REFLECTIVITY AND VISUAL
DETECTION
- (5) SHROUDS - ALTERNATELY 375 & 1500 LB. TEST

CHAFF CHARACTERISTICS:

- (1) RELEASED WITH CHUTE OPENING
- (2) TYPE D, REVERE COPPER & BRASS CO.
- (3) .008" WIDE X .00045" thick aluminum
- (4) WEIGHT OF PACKAGE - .8 lb
- (5) TUNED TO "X" AND "S" BANDS

MAXIMUM DETECTION RANGES

- (1) PARACHUTE, VISUAL - APPROX. 5N. MILES
- (2) PARACHUTE, APS-20 RADAR - 70 N. MILES
- (3) PARACHUTE, APS-45 RADAR - 70 N. MILES
- (4) CHAFF, APS-20 RADAR - 160 N. MILES

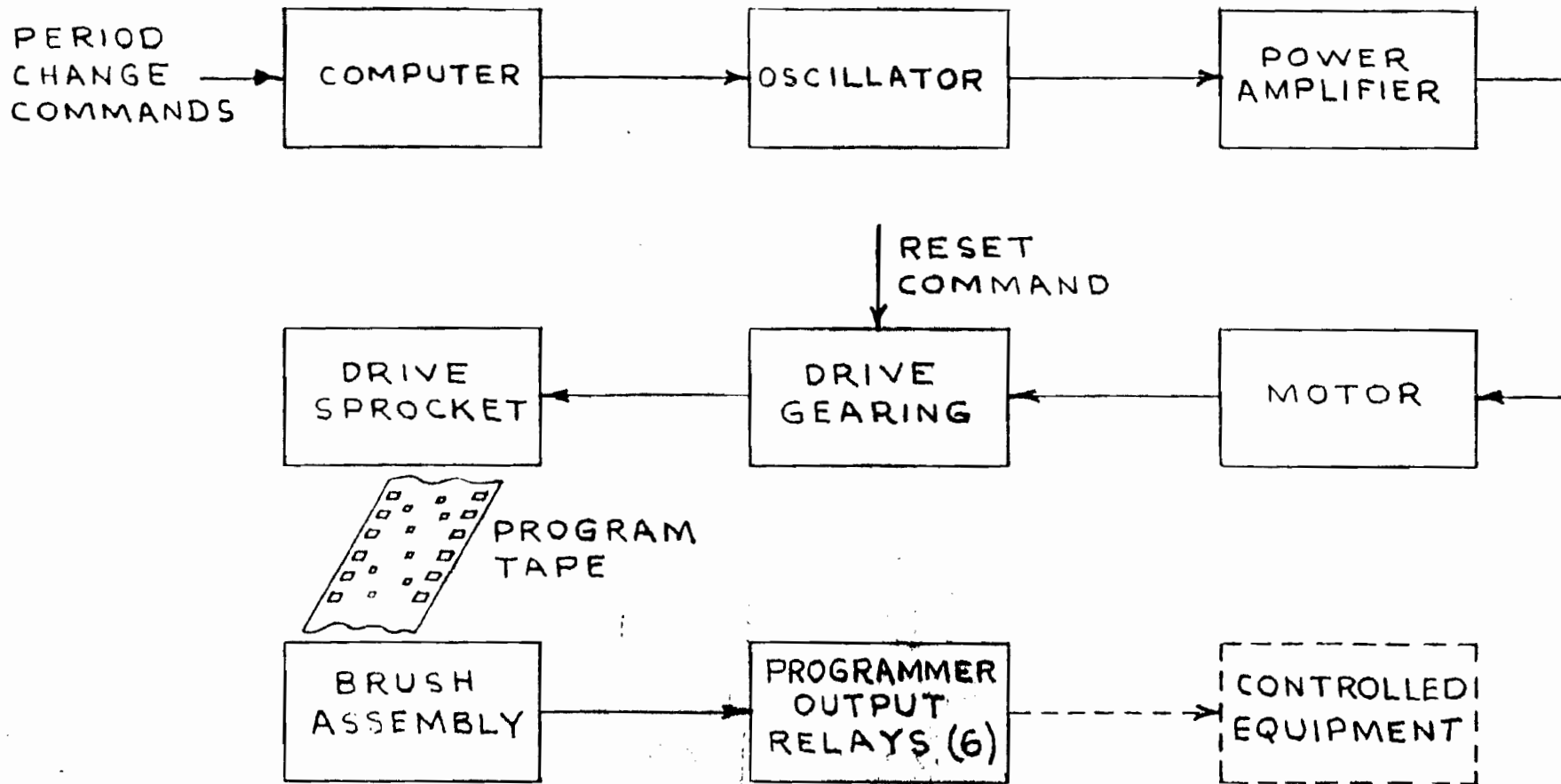
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Notice of Page Substitution

Programmer

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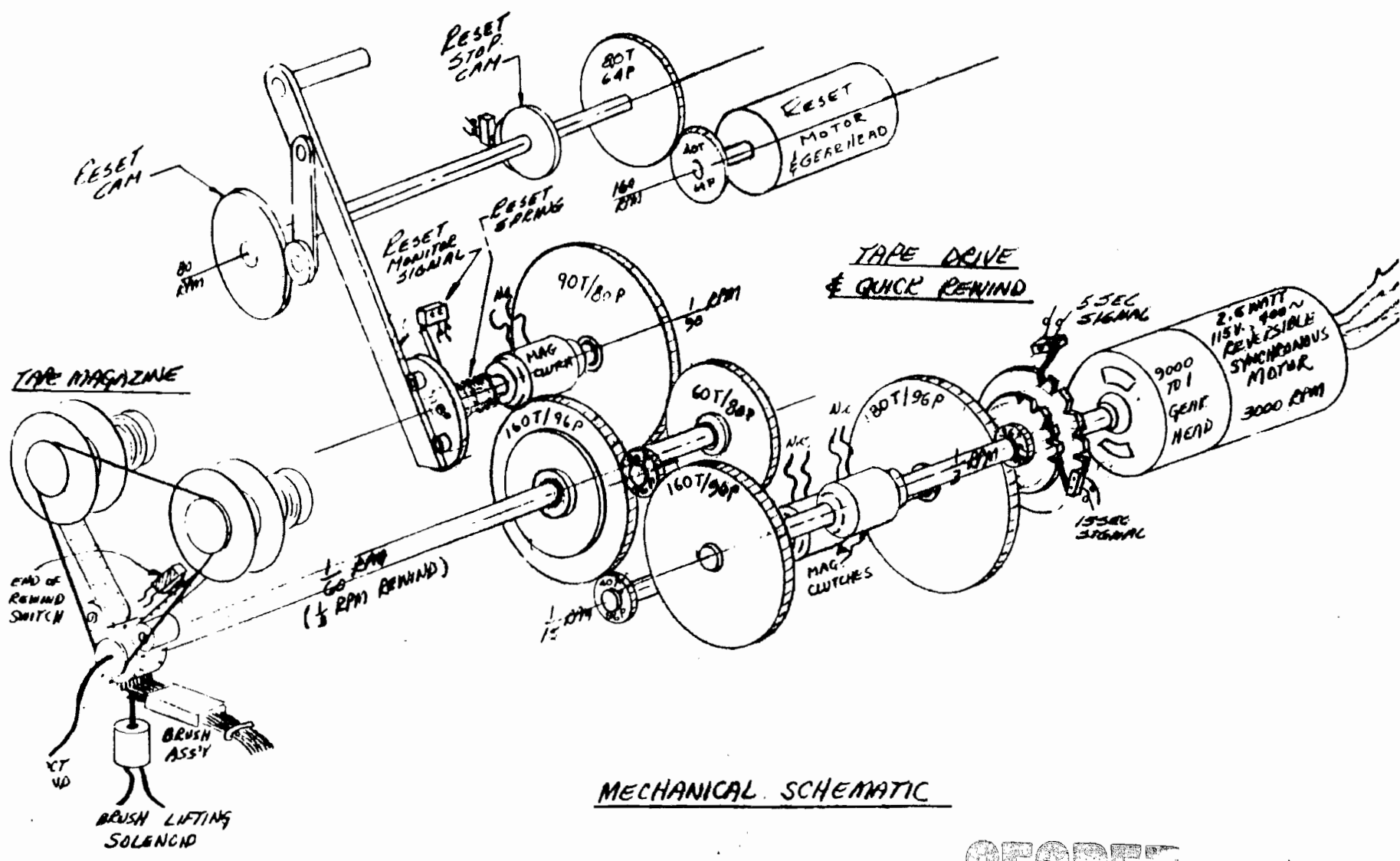
SIMPLIFIED FUNCTIONAL BLOCK DIAGRAM SECONDARY PROGRAMMER

Programmer period is adjustable by command to be equal to the vehicle orbit period to ± 5 seconds

Programmer may be reset by command to synchronize programmed events with position of vehicle in orbit
Capacity - 120 orbit programs, all different.

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CONFIDENTIAL

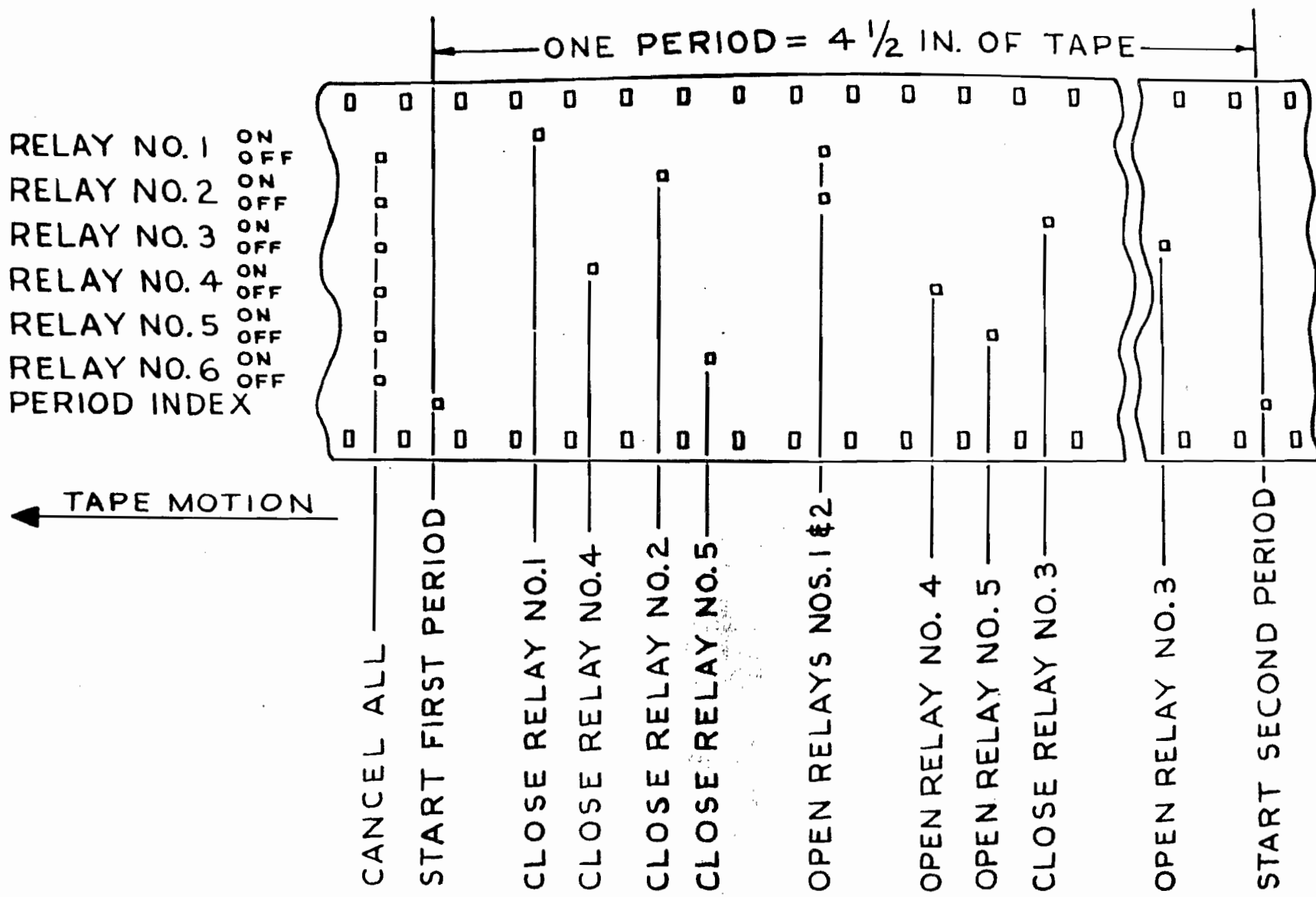


MECHANICAL SCHEMATIC

SECONDARY TIMER

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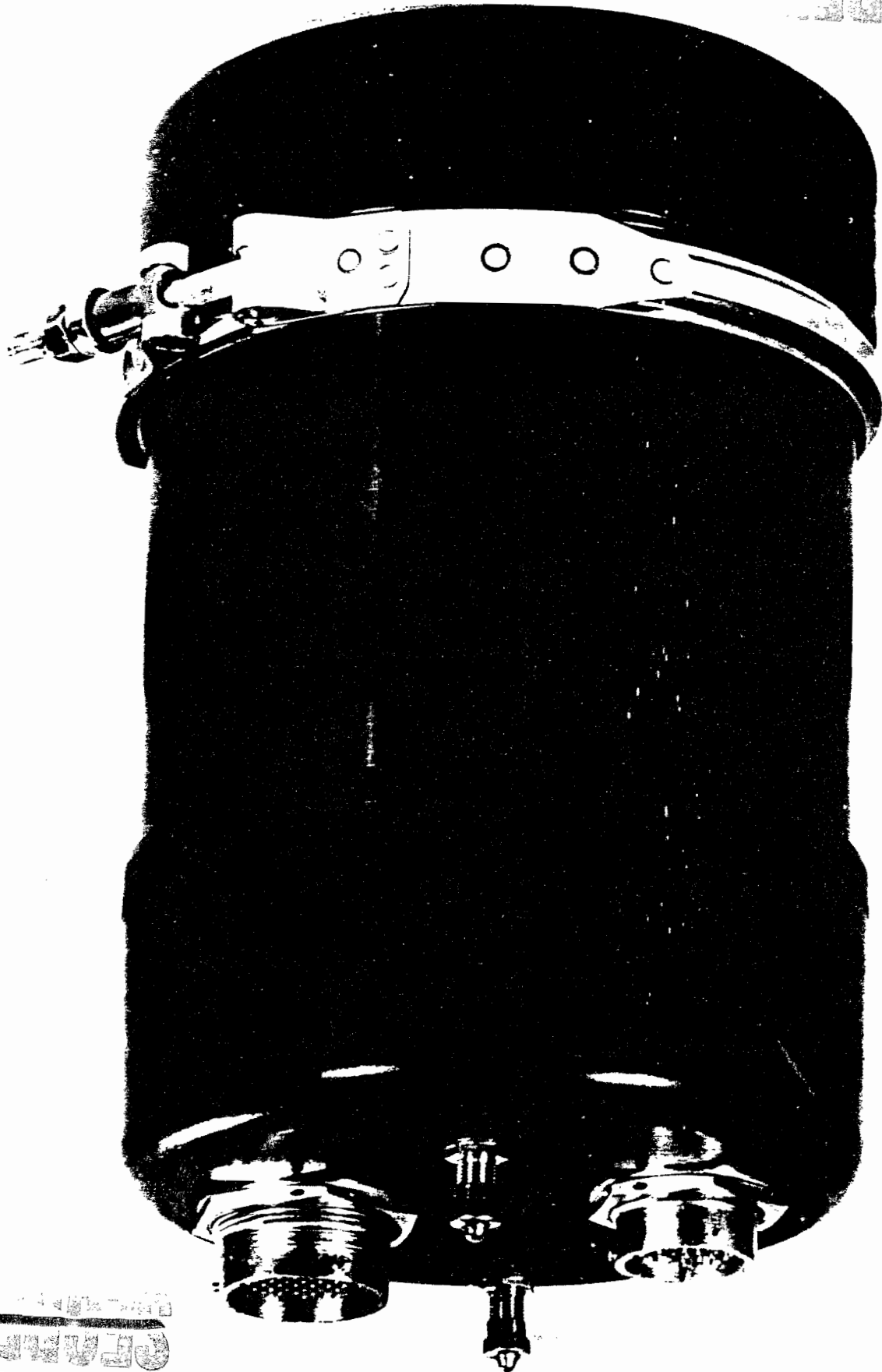
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TYPICAL TAPE
SECONDARY PROGRAMMER

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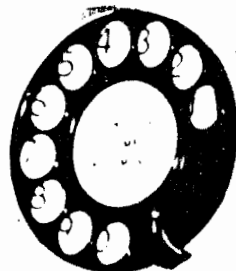
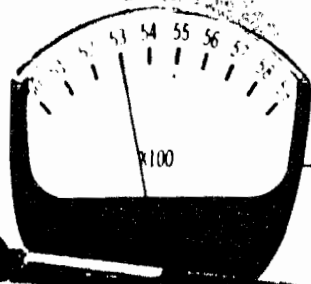
PROGRAM MONITORS

S 1 S 2 S 3 S 4 S 5 S 6 U DEG MARKER IS DEG MARKER PRESSURE SAFE

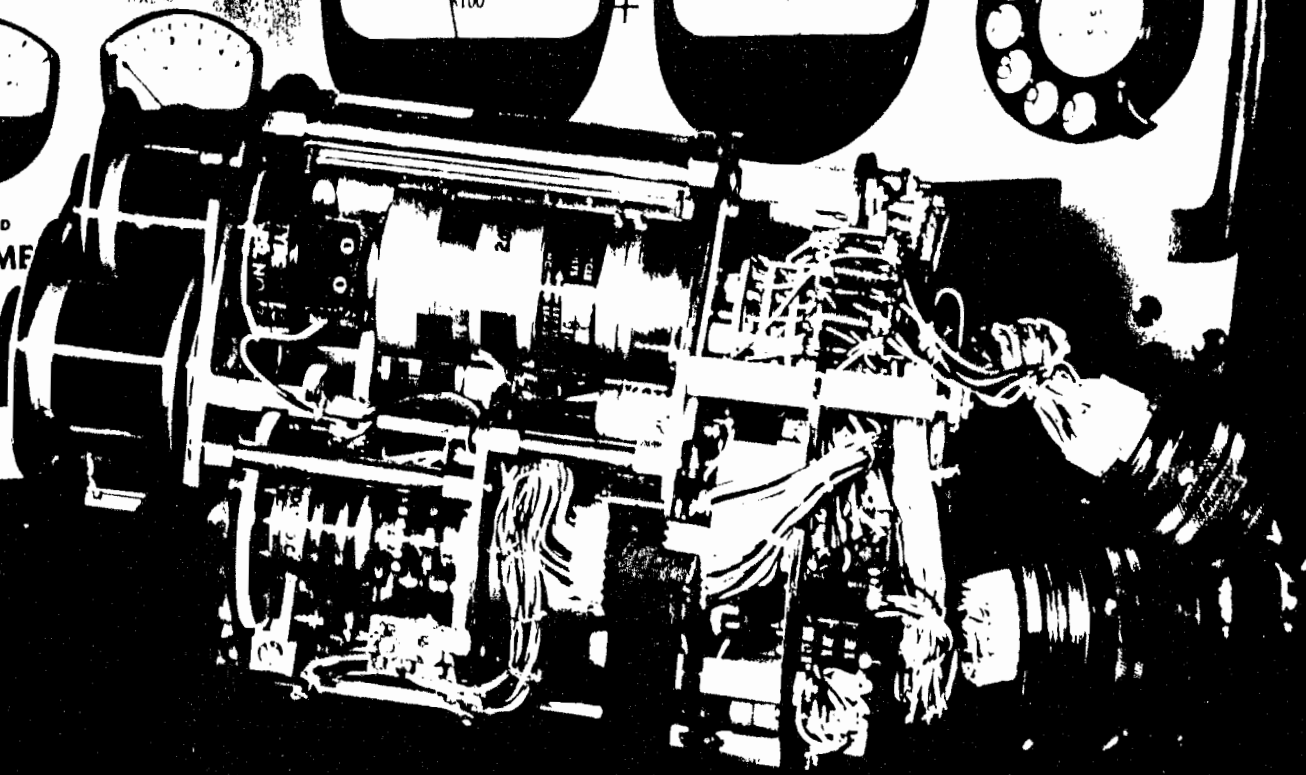
053

SUBCYCLE

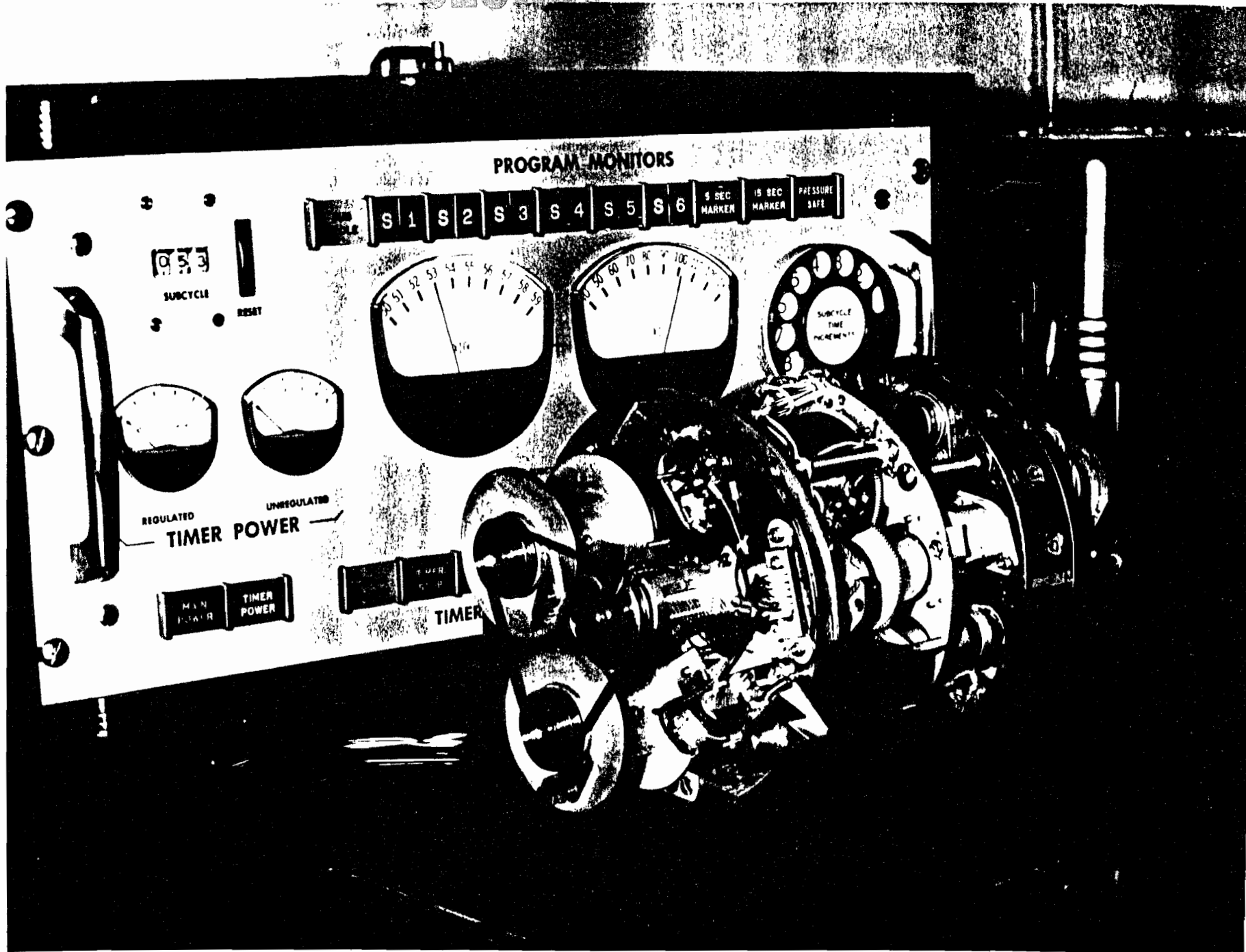
MODE



REGULATED
TIME



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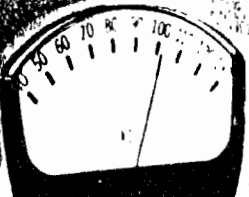
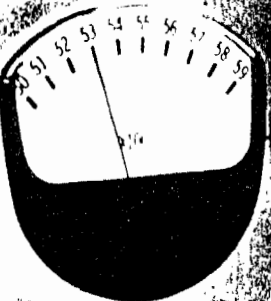
PROGRAM MONITORS

S 1 S 2 S 3 S 4 S 5 S 6 5 SEC MARKER 15 SEC MARKER PRESSURE SAFE

0 5 3

SUBCYCLE

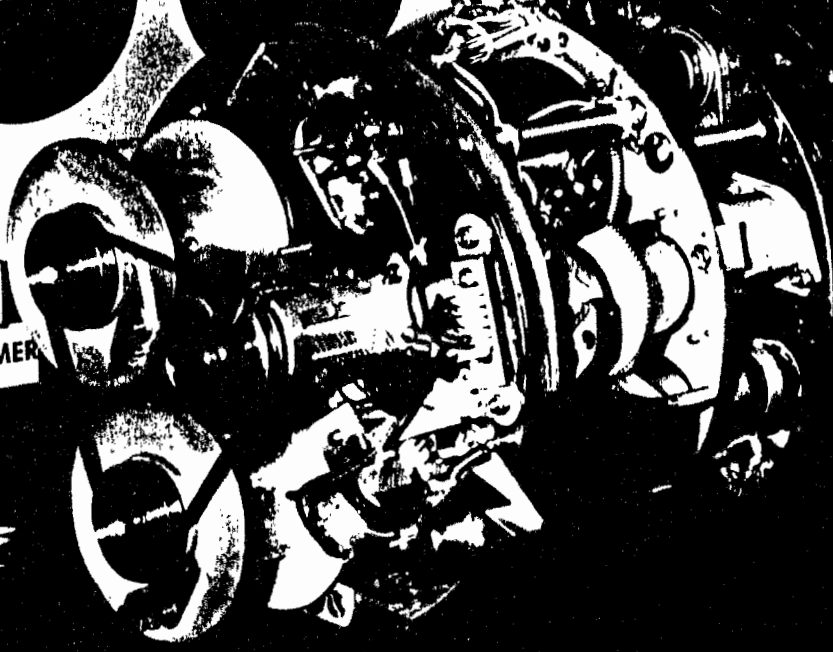
RESET

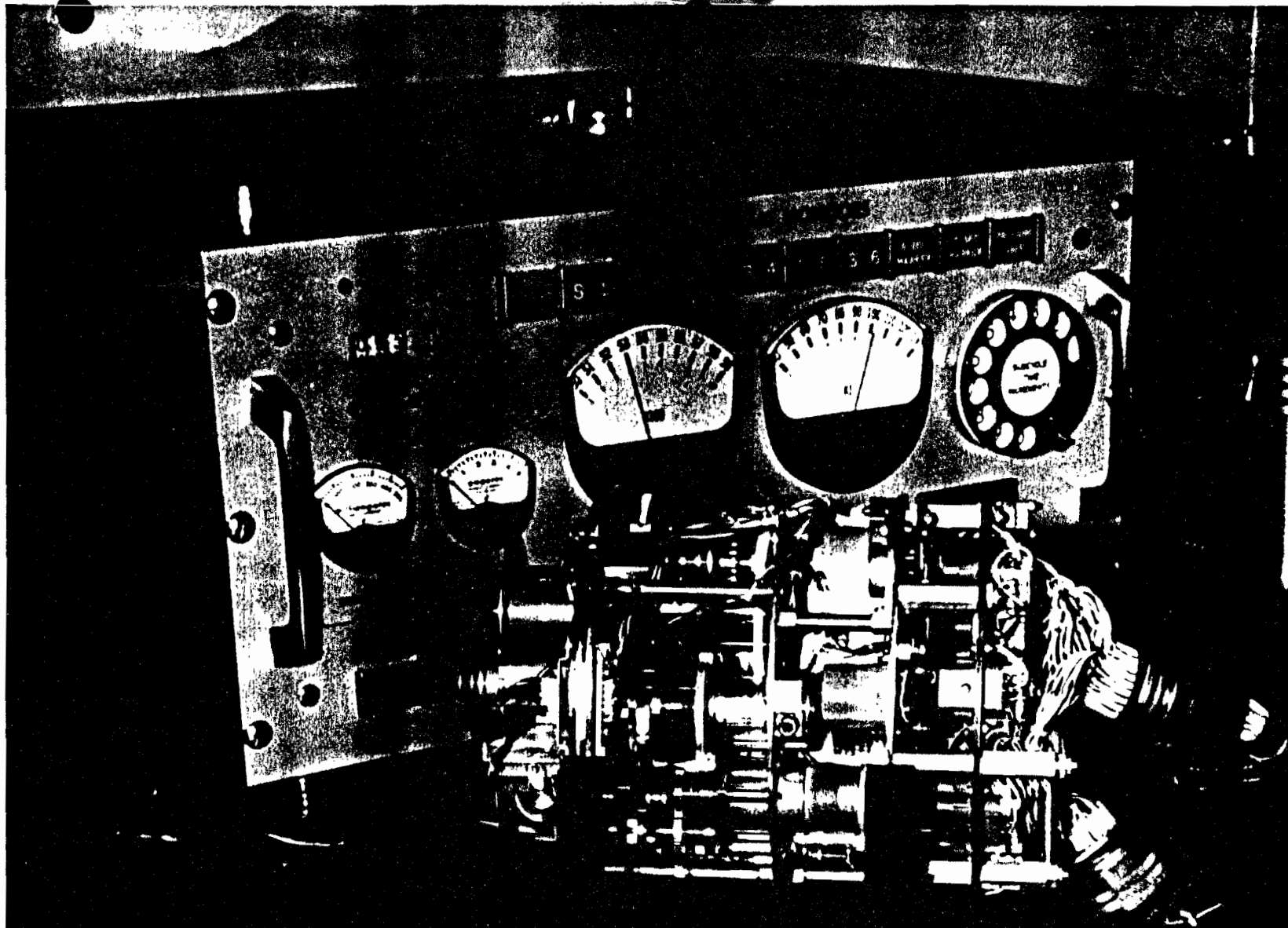


REGULATED UNREGULATED
TIMER POWER

MAIN POWER TIMER POWER

TIMER





REFLECT
RECORD

REFLECT
RECORD



S 1 S 2 S 3 S 4 S 5 S 6

5 SEC MARKER
15 SEC MARKER
PRESSURE SAFE

miliampere
ampere

X100

X1

1
2
3
4
5
6
7
8
9
10

REGULATED
UNREGULATED
TIMER POWER

M.A. POWER
TIMER POWER

TIMER STOP
READ
RESET
FORWARD STOP

TIMER CONTROL

FORWARD X1
FORWARD X20

FORWARD SPEED

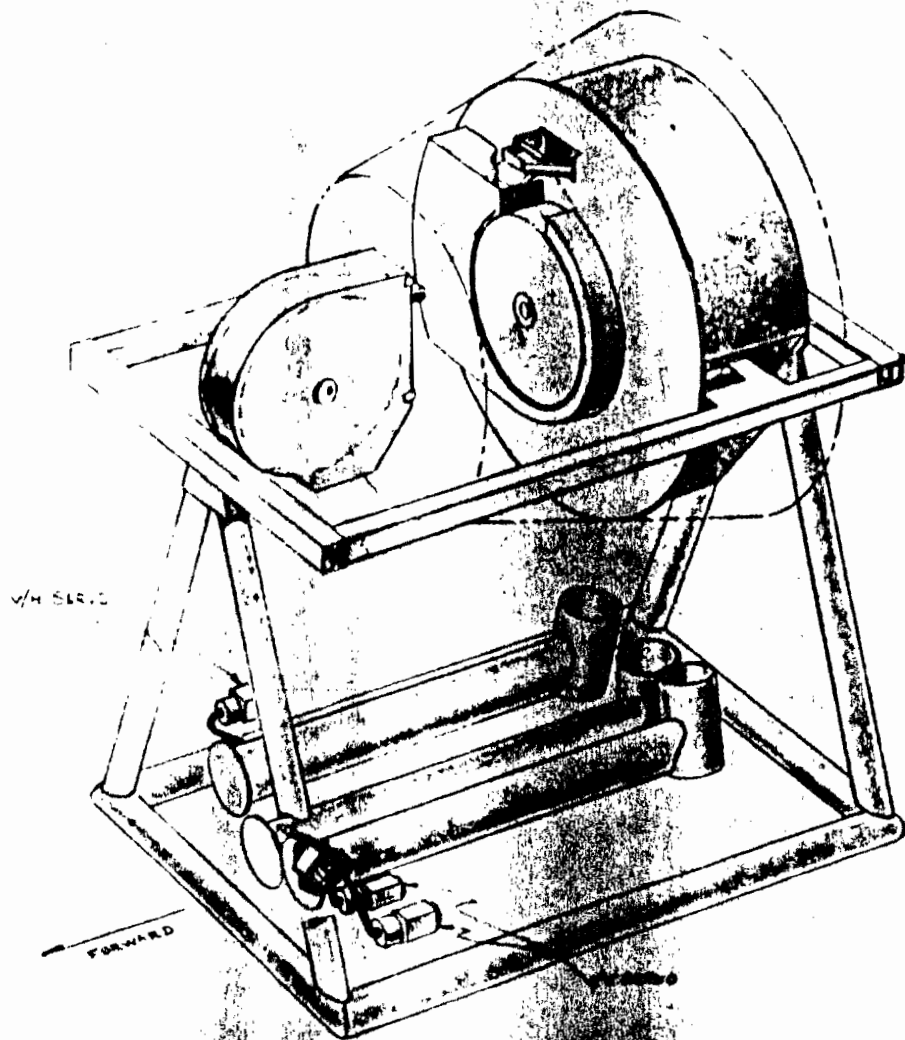
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GSE

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SIMULATOR



STER CORPORATION 7-11-58

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Notice of Page Substitution

Test Program

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ALTITUDE TEST CHAMBER

TEMP. SYSTEM

SIDE SEGMENTS (12) -85°C to +160°C
TOP & BOTTOM PLATES -50°C to +100°C
SEG. TEMP. PROGRAMMED - AUTO OR MANUAL

VACUUM SYSTEM

ULTIMATE VACUUM 1×10^{-6} mm Hg.
SPECIFIED PRESS. REACHED & MAINTAINED
IN MAX. OF 60 MIN. W/ DRY CHAMBER

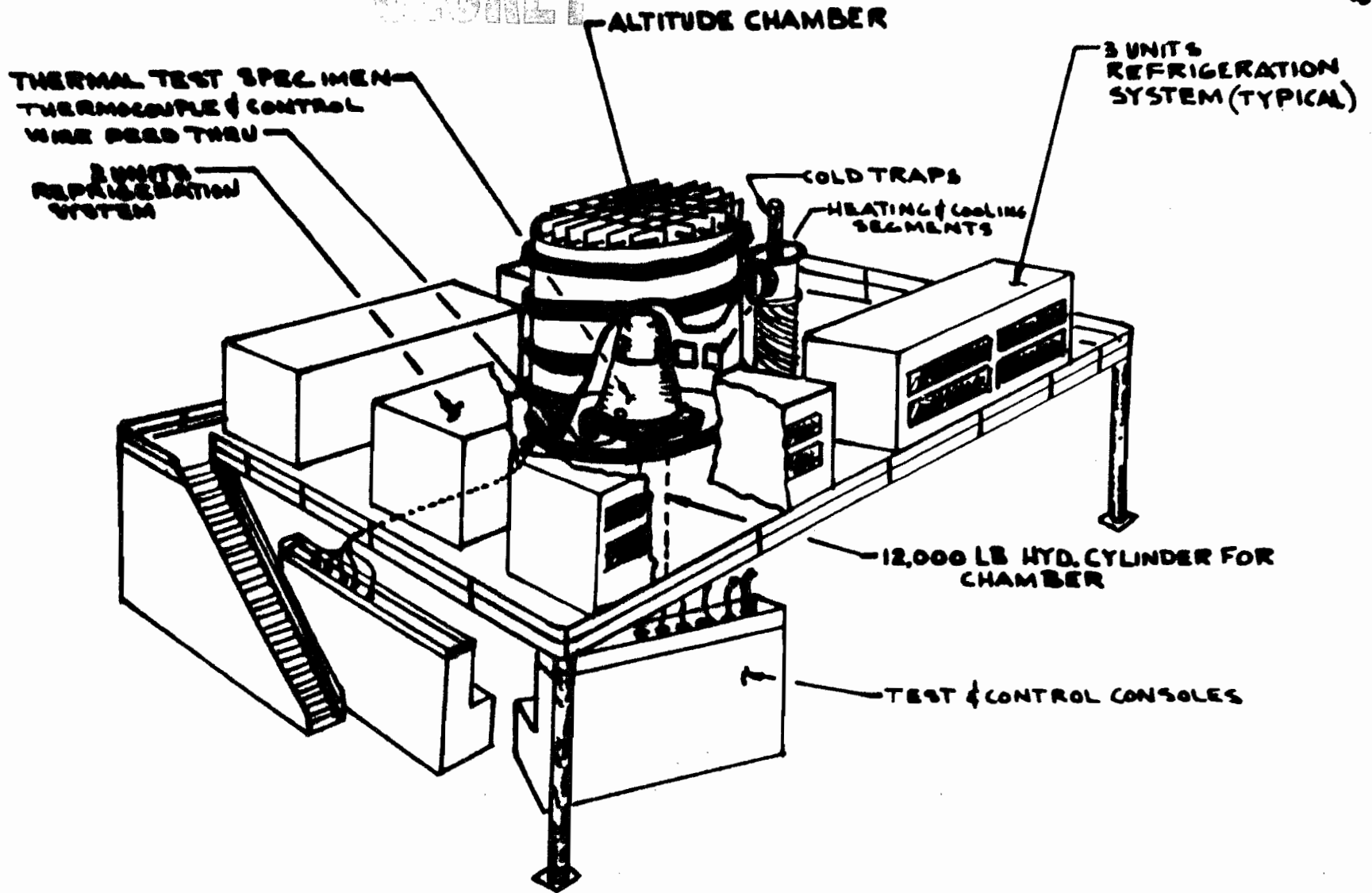
INSTRUMENTATION

VACUUM MONITORING - CONT. RECORD & VISUAL
" MEASURING SYST. 800 mm Hg to 10^{-7} mm Hg
 $\pm 5\%$ ACTUAL READINGS

TEMP. MEASUR. INPUTS TO RAD. ELEM. - 14 RECORDERS
" " TEST SPECIMEN - 4 RECORDERS
(20 DATA CH. EA.)

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ENVIRONMENT TEST CHAMBER INSTAL.

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THERMAL TEST #1 OBJECTIVES

A. CALIBRATION TEST

1. DETERMINE TEMP. CHANGE CAPABILITY OF CHAMBER W/ SMALL LOAD
2. ESTIMATE RESPONSE OF VEHICLE SKIN ALONE TO ENVIR. CONDITIONS

B. AET TEST

TO CHECK CERTAIN POINTS IN ORDER TO ESTABLISH DESIGN CONSIDER.

1. DETERMINE MEAN TEMP. OF INTERIOR UNDER ASSUMED ENVIRON. CONDITIONS.
2. DETERMINE MAGNITUDE OF OSCILLATIONS OF THE INTERIOR TEMPERATURE.
3. DETERMINE CHARACTERISTIC TIME OF THE MEAN INTERNAL TEMP. CHANGES.
4. DETERMINE INFLUENCE OF THERMAL OSCILLATIONS ON THE CHARACTERISTIC TIME OF MEAN INTERNAL TEMP. CHANGES.

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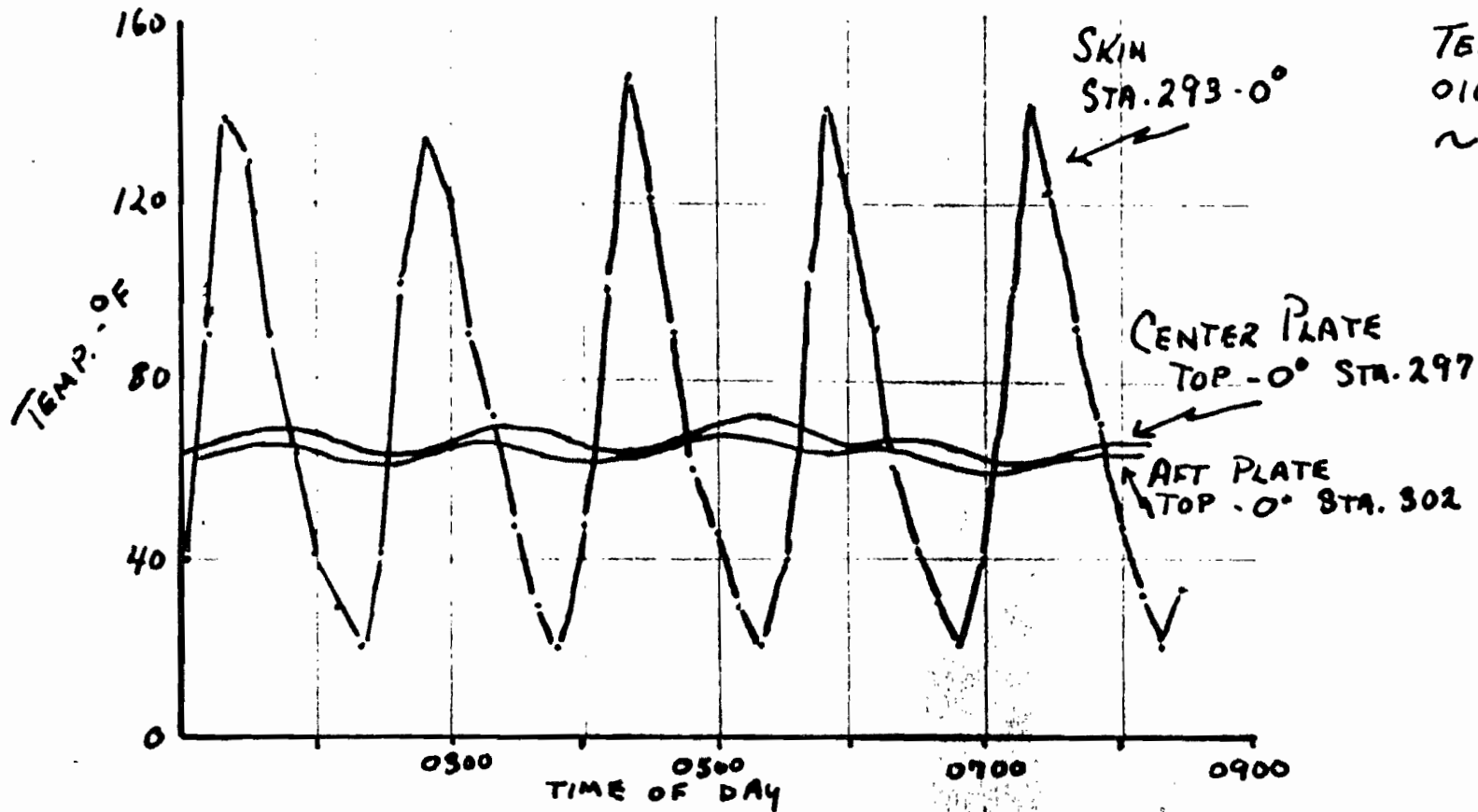
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THERMAL TEST #1 RESULTS

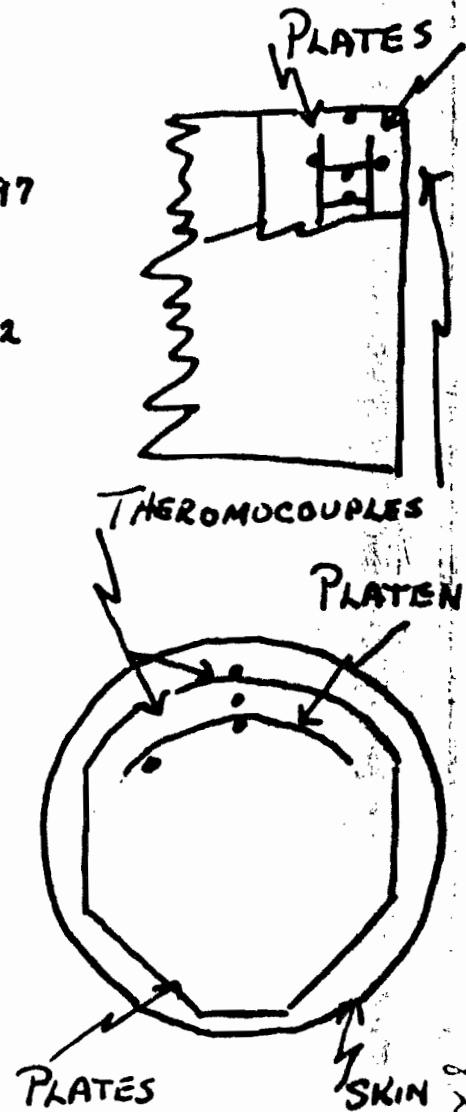
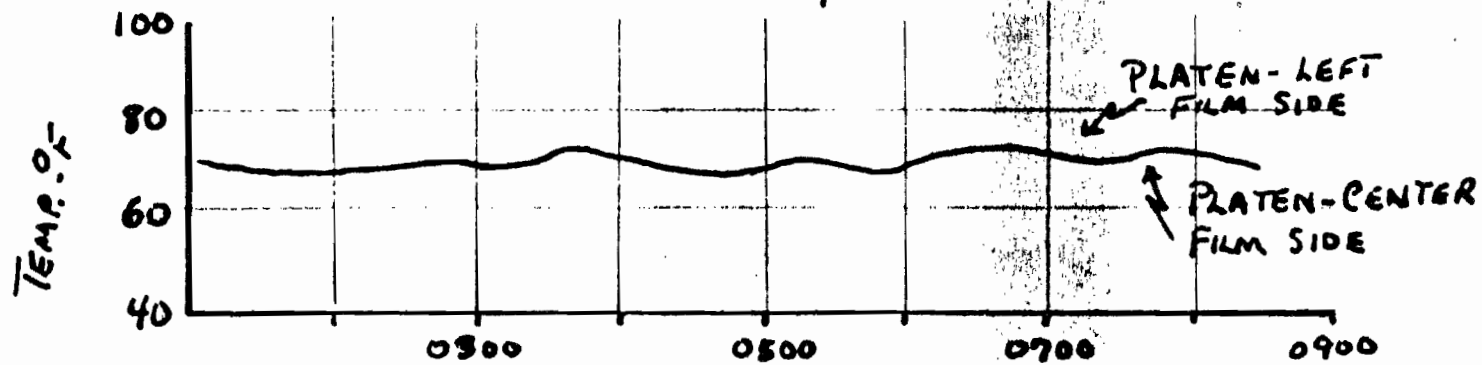
1. SPATIAL-TEMPORAL TEMPERATURE DISTRIBUTIONS WERE OBTAINED.
2. TEMPERATURE DIFFERENCES ON PLATE 3 DO NOT EXCEED APPROX. 8°F. AT ANY TIME.
3. TEMPERATURE ON PLATE 2 INDICATE NEED FOR MORE EFFECTIVE ISOLATION FROM HEAT SOURCES.
4. THERMAL DESIGN OF ELECTRONICS SECTION SHOULD AIM AT MEAN TEMPERATURE OF + 75°F.
5. BASIC THERMAL CONTROL DESIGN VERIFIED.

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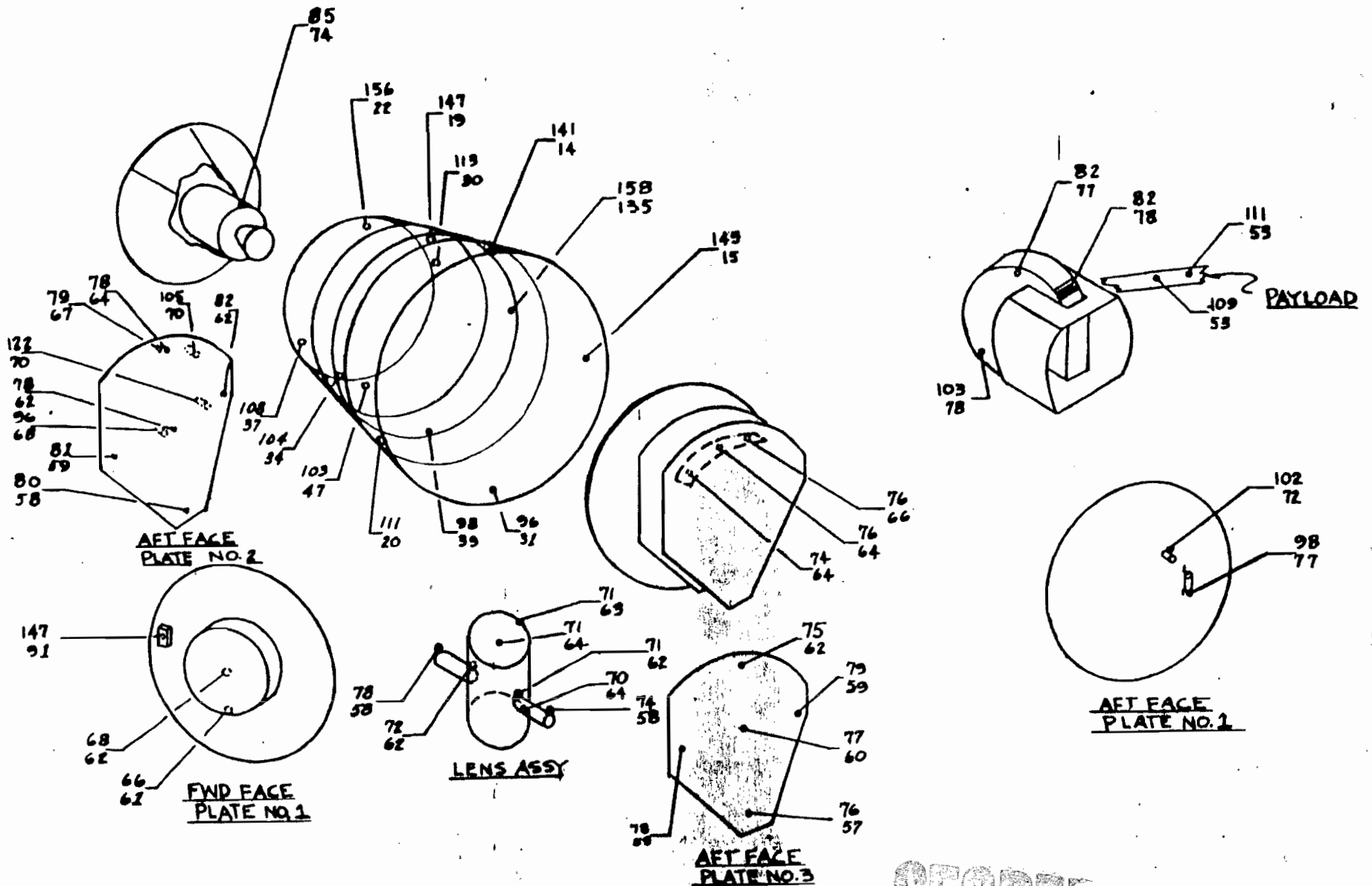
TEST RUN #2 10/4/58
0100 HRS. TO 0830 HRS.
~ 360,000' ALT.



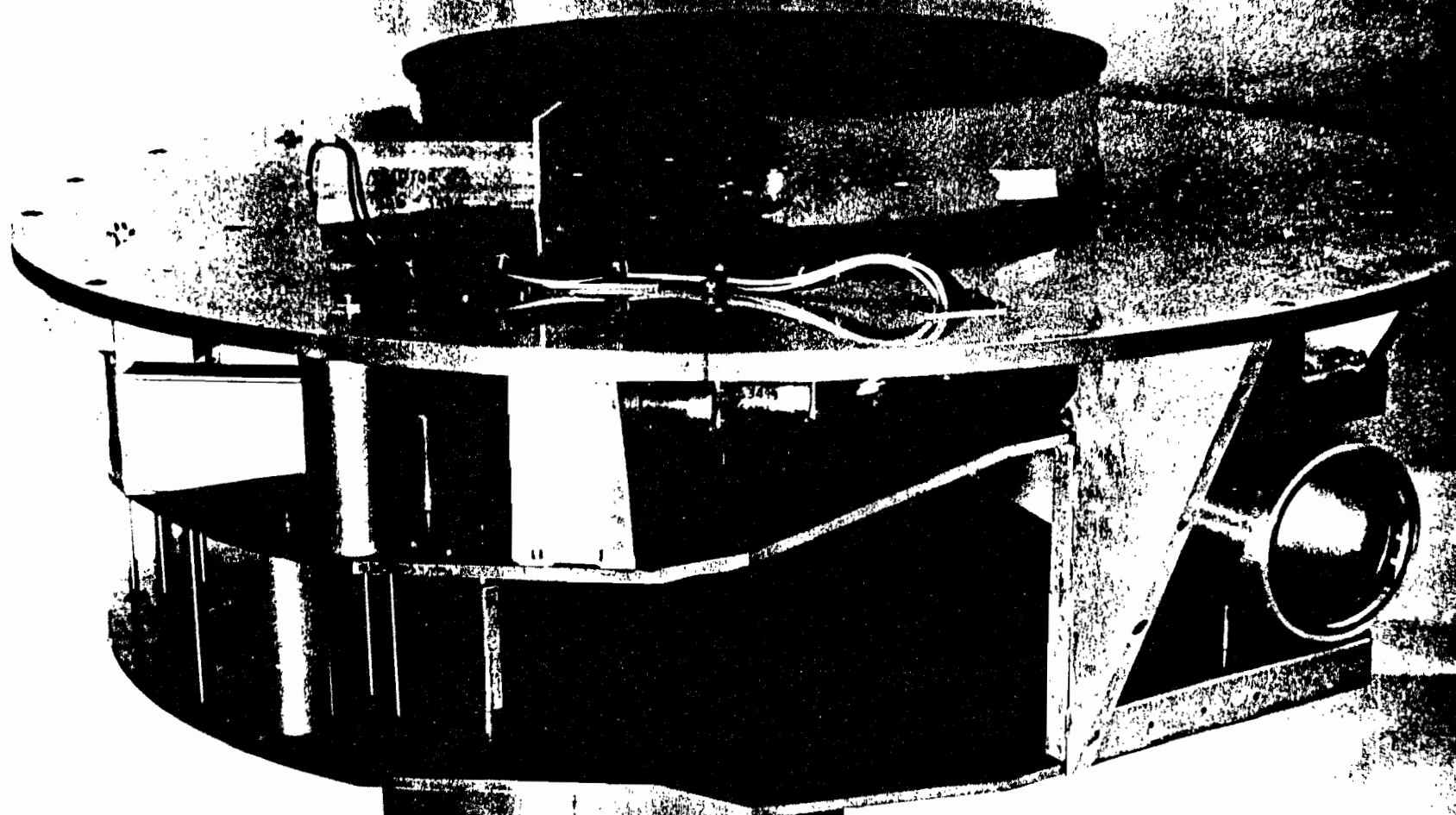
TYPICAL THERMAL DATA

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CRITICAL MAX. & MIN. DATA POINTS

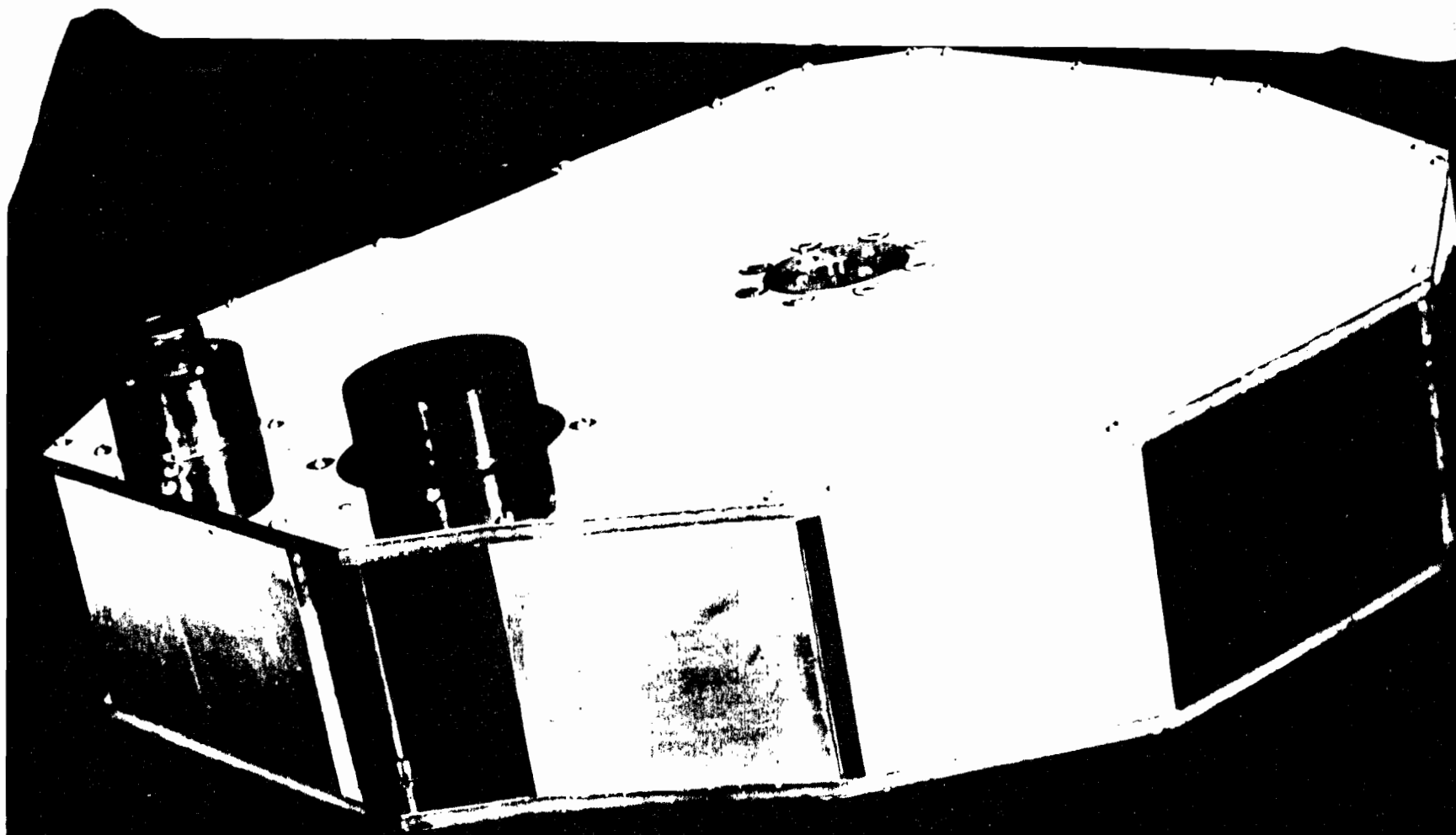


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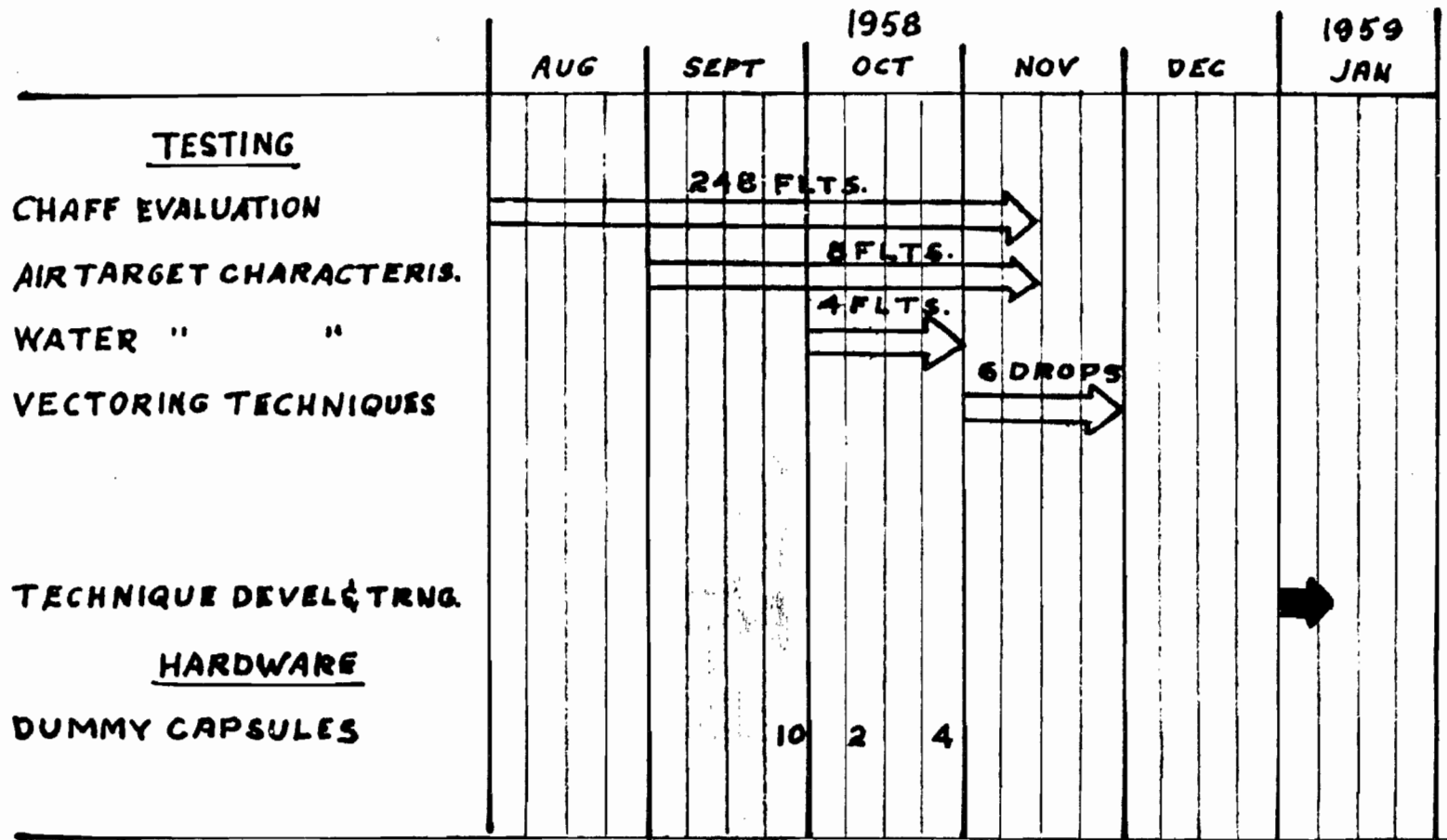
RECOVERY TESTING PROGRAM

- CHAFF EVALUATION
- AIR TARGET CHARACTERISTICS
- WATER TARGET CHARACTERISTICS
- VECTORING TECHNIQUES & PICKUP
- OPERATIONAL VEHICLE AIR PICKUP
- OPERATIONAL VEHICLE WATER IMPACT
- OPERATIONAL REHEARSAL

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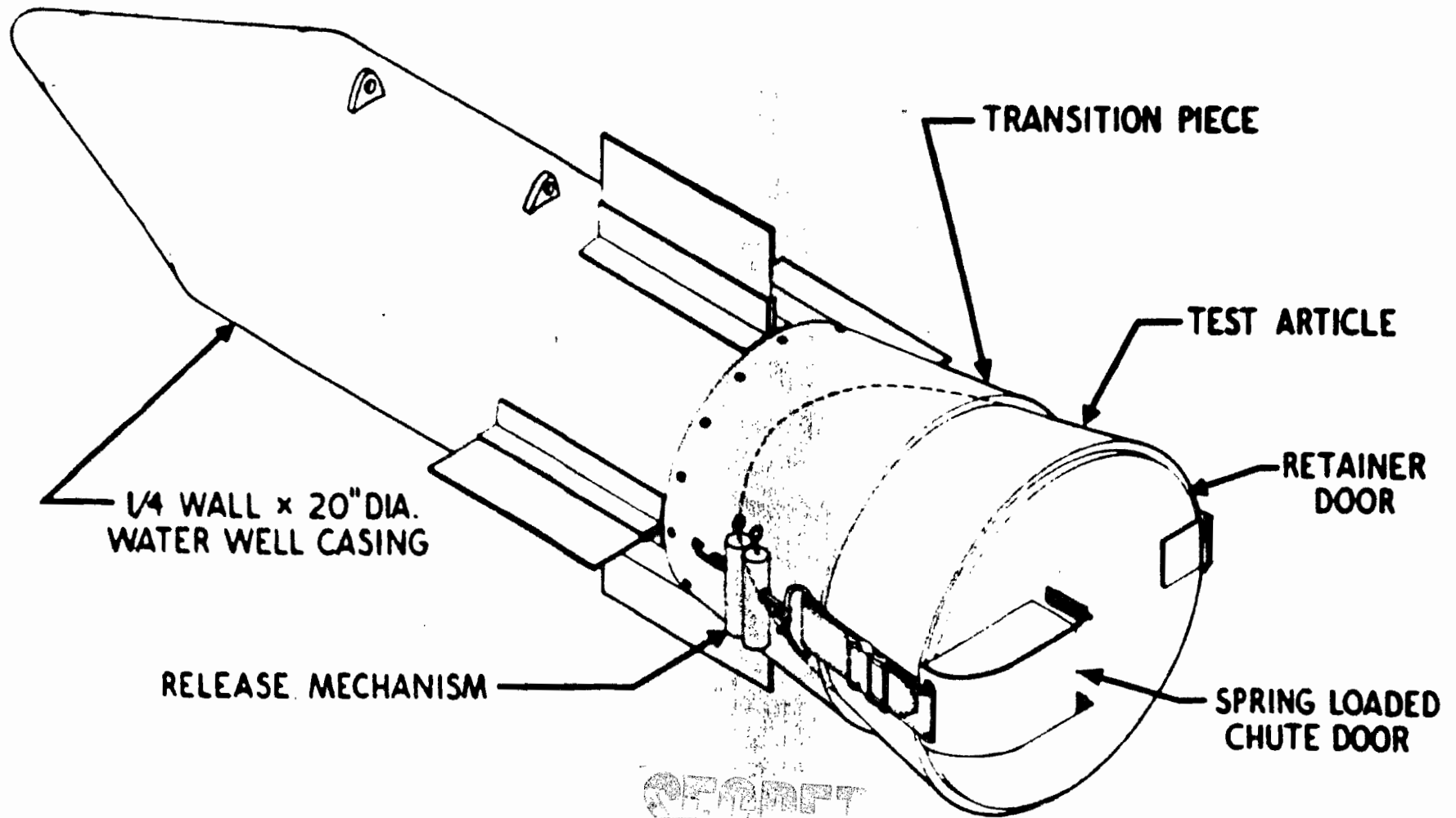
RECOVERY TESTING & PROGRAM SUPPORT



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CAPSULE DROP BOMB

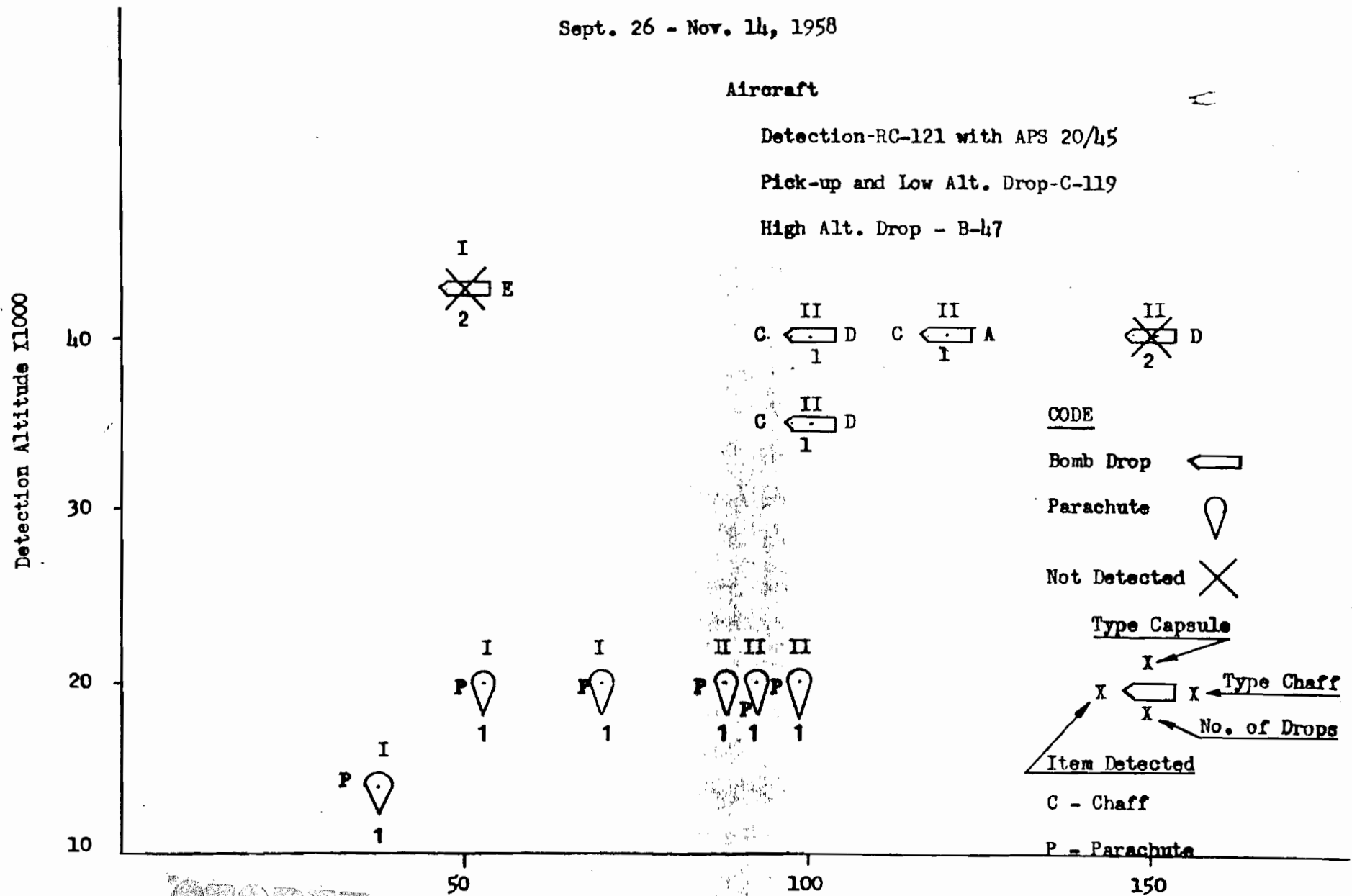


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RECOVERY PROGRAM
PHASE I
AIR CHARACTERISTICS

Sept. 26 - Nov. 14, 1958



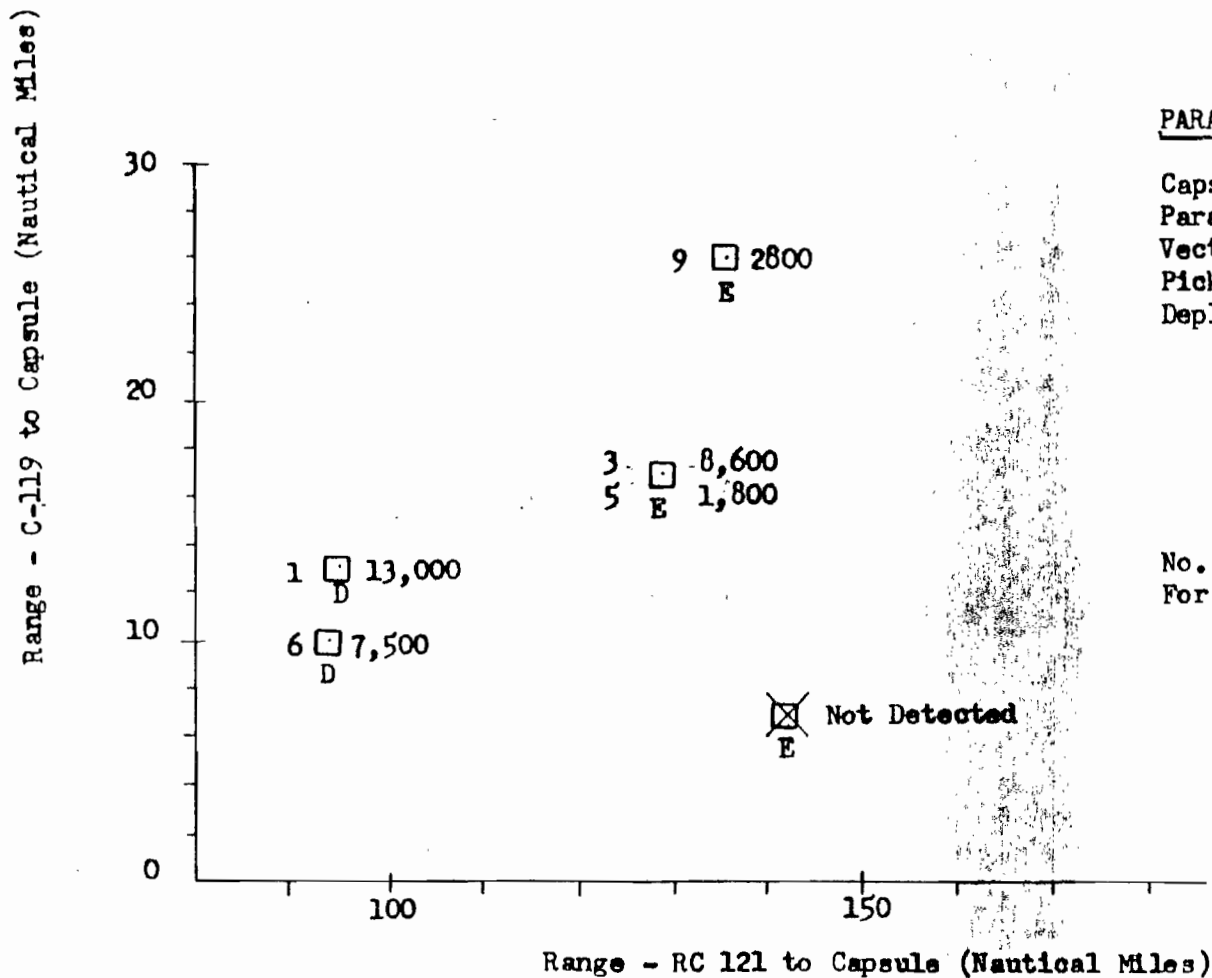
RANGE RC121 FROM CAPSULE - Nautical Miles

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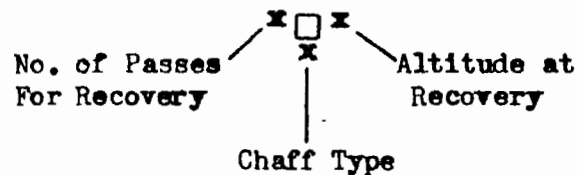
RECOVERY PROGRAM
PHASE III
VECTERING TECHNIQUES AND AIR PICK-UP

Nov. 24 - 26, 1958



PARAMETERS

Capsule - Mk. II
Parachute - Silvered
Vectering A/C - 1 RC-121 with APS 20/45 Radar
Pick-up A/C - 4 C-119J with Beacon Receiver
Deployment Alt. - 40,000'



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AERIAL RECOVERIES

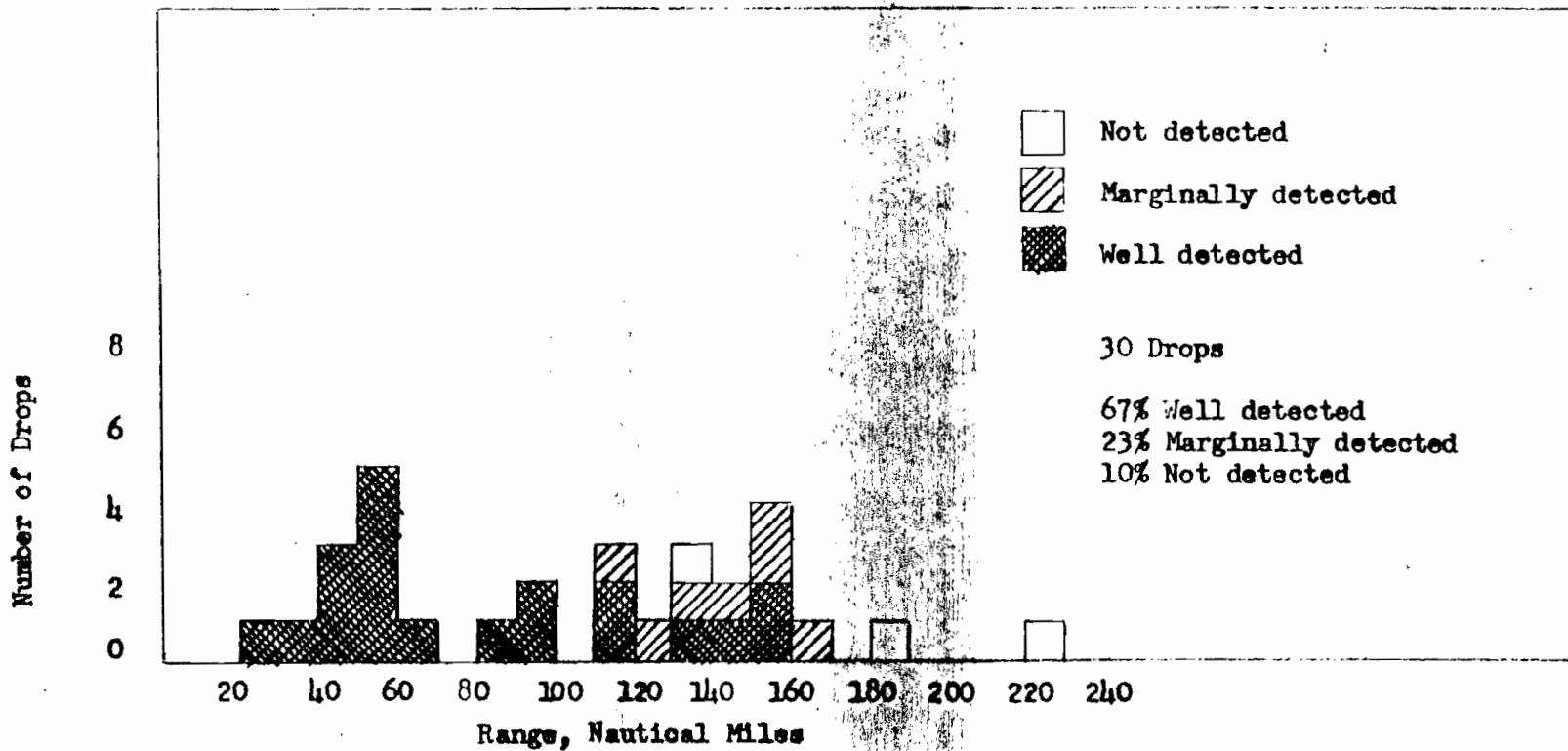
PARACHUTE	DROPS	CONTACTS	RECOVERIES	AVERAGE PASSES PER CONTACT
MK I				
Mod. 0	18	16	7(44%)	---
1	1	1	1(100%)	4.0
2	12	10	6(60%)	3.3
TOTAL	31	27	14(52%)	---
MK II				
Mod. 0	17	15	11(73%)	3.7
1	1	1	0(0%)	4.0
2	10	7	4(57%)	3.5
TOTAL	28	23	15(65%)	3.7
TRAINING				
14'	58	--	37	--
24'	81	--	52	--
TOTAL	139	--	89	--

NOTES:

1. Recovery percentages based on contacts, not drops.
2. Average passes per contact based on total passes, including those for chutes not contacted.
3. Mk. I and Mk. II drops include those made in load tests and in Phase II tests (over water) for which data are available.

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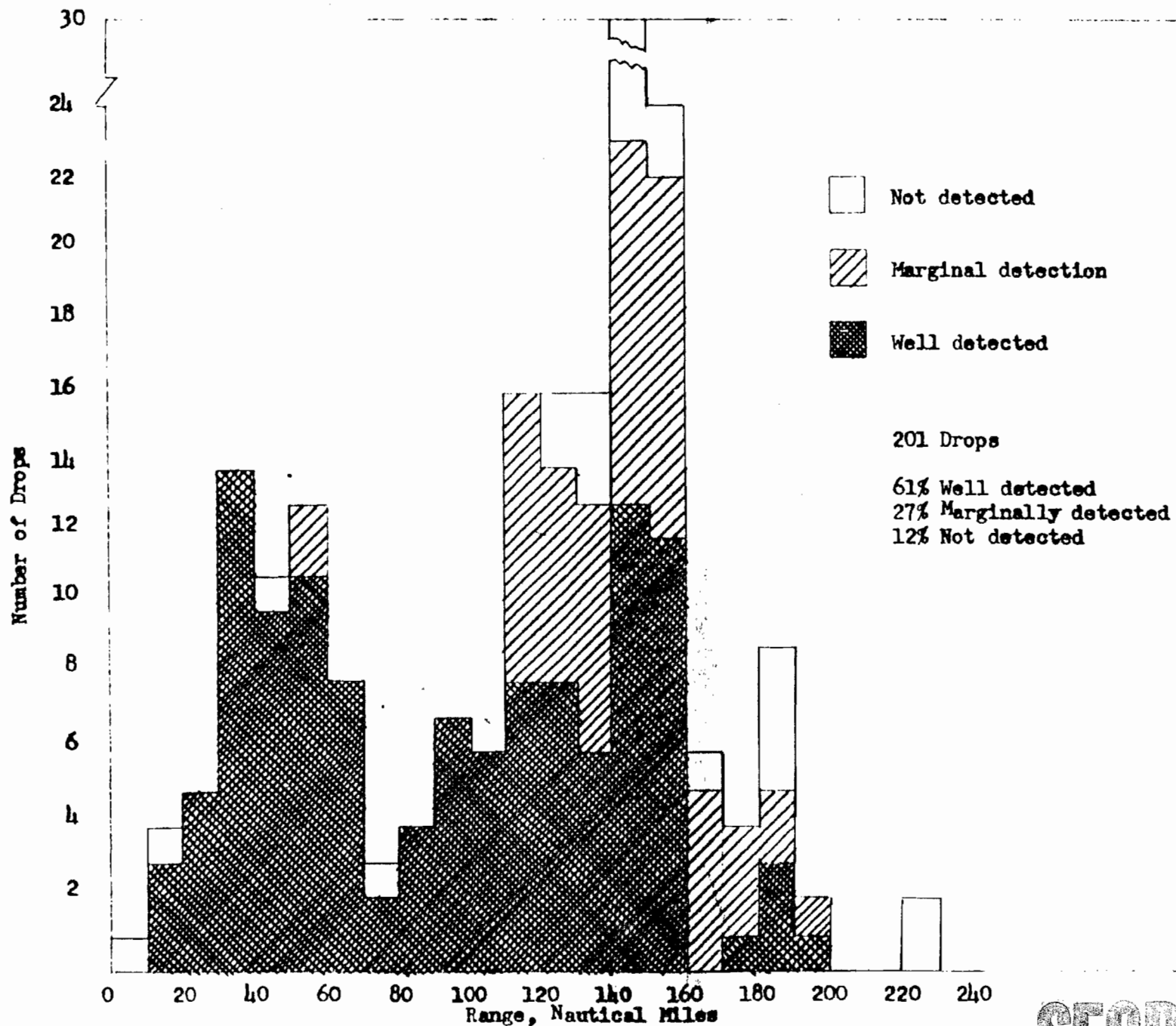
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TYPE D CHAFF DETECTION VS. RANGE

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CHAFF DETECTION VS. RANGE

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PARACHUTE SINK RATE

PARACHUTE MODEL	PARACHUTE WEIGHT LBS/BAG	FLAT DIA.	SINK RATE FT/SEC. AT 1000' ALT.	PARACHUTE STABILITY (PILOT REPORT)
MK I - 0	3.6	14.25	27.3	POOR
MK II - 0	7.5	20.0	25.2	POOR
MK I - 1	5.6	14.25	NO DATA	POOR
MK I - 1	8.9	20.0	NO DATA	POOR
MK I - 2	5.1	14.0	31.0	ACCEPTABLE
MK II - 2	9.3	20.0	30.0	ACCEPTABLE
MK I - 3	5.5	16.5	21.9, 26.3	ACCEPTABLE
MK II - 3	11.3	24.0	25.5, 25.0	ACCEPTABLE
MK II - 3A	11.3	24.0	18.9, 19.7	UNSATISFACTORY
MK II - 4	13.3	28.0	20.8, 20.5	GOOD

CONFIGURATION DEVELOPMENT

Mod. 1 - Parachutes

Same as Mod 0 except for reinforced lines and vented canopy. Improvement of stability was insignificant and rate of descent increased considerably.

Mod. 2 - Parachutes

Same reinforcements as Mod 1, vents deleted, and skirt extended to 15% in lieu of 10%. Stability was improved, but sink rate was increased.

Mod. 3, 3A and 4 - Parachutes

Same reinforcements as Mod 1, no vents, and diameters increased. The stability of Mods. 3 and 4 was acceptable but Mod 3A was unsatisfactory.

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ALIGNMENT - COMPATIBILITY

INTERFACE TESTS

FACILITY - ITEK WALTHAM PLANT - BOSTON

PERSONNEL - FAIRCHILD, ITEK, LOCKHEED, G.E.

DATE - JAN. 12-16, 1959

TEST SPECIMEN - CAMERA - ENGRG. MODEL

REENTRY CAPS. - PROD. UNIT No. 101

NOSE CONE FAIRING - FLT. UNIT

SCOPE - ¹⁾CHECK MTG. ALIGN. OF CAMERA IN FAIRING;
UNDER OPERATIONAL TEMP. GRADIENTS
OF SKIN.

²⁾CHECK COMPATIBILITY OF CAMERA,
FAIRING & REENTRY CAPSULE.

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- SCHEDULE:**
- 1) BENCH SETUP - EST. BASELINE POWER
 - 2) BENCH TEST
 - 3) INSTALL CAMERA IN FAIRING
CASSETTE MTD. IN FIXTURE
 - 4) TEST RUN #1 - NORMAL OPER'L ATTITUDE
" " #2 - CASSETTE UP
" " #3 - INVERTED OPER'L ATTITUDE
" " #4 - THERMAL ALIGNMENT
 - 5) FUNCT. COMPATIBILITY CHECK
COMPLETE ASSEMBLY
 - 6) FUNCT. COMPAT CHECK w/SIMULATOR

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TEST #2

THERMAL GRADIENT

THERMOCOUPLE	BASE LINE	T ₁ 3 MIN.	T ₂ 3 MIN.	T ₃ 3 MIN.	T ₄ 3 MIN.	REMARKS
1-7	80°	186°	166°	235°	246°	TOP FWD. ACCESS DOOR
2-8	81°	130°	121°	153°	155°	RGT. HORIZON "
3-9	82°	173°	161°	235°	249°	TOP-UNDER MTG. FINGERS
4-10	80°	104°	107°	122°	127°	LEFT HORIZON DOOR
5-11	80°	89°	95°	106°	110°	CAMERA MTG. PLATE
6-12	46°	39°	39°	39°	40°	CENTER BOTTOM
ARM. CURRENT						
NOMINAL $\frac{1}{4}$	3.0 AMP.	3.5 AMP	3.8 AMP.	3.6 AMP	3.8 AMP	
HIGH $\frac{1}{4}$	9.5 "	10.5 "	10.5 "	10.5 "	11.0 "	

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ALIGNMENT TEST - RECONNAISSANCE SYSTEM

	ARMATURE CURRENT-BENCH TEST	ARMATURE CURRENT-CAMERA MTD. IN FAIRING						ARMATURE CURRENT-COMplete ASSEMBLY				
		VERT., LENS DN.		VERT., LENS UP		HORIZ., CAS. UP		FIRST RUN		SECOND RUN		
		LOW AMPERES	HIGH AMPERES	LOW AMPERES	HIGH AMPERES	LOW AMPERES	HIGH AMPERES	LOW AMPERES	HIGH AMPERES	LOW AMPERES	HIGH AMPERES	
1/4 COM. POS. 1	1.8	6.5	2.5	7.8	2.8	8.5	3.0	9.6	2.7	9.0	2.5	9.0
2	2.1	7.2	2.7	8.2	3.0	9.0	3.0	10.2	2.8	9.5	2.7	9.5
3	2.3	7.4	2.7	8.8	3.0	9.0	3.0	10.5	2.8	10.0	2.7	9.5
4	2.3	7.6	2.7	8.8	3.0	9.0	3.0	10.5	2.8	10.0	2.5	9.5
5	2.3	7.6	2.7	9.0	3.0	9.5	3.0	10.5	2.8	10.0	2.5	9.5
NOMINAL 6	2.3	7.8	2.8	9.1	3.0	9.5	3.0	10.5	2.8	10.0	2.5	9.7
7	2.3	7.8	2.9	9.2	3.0	9.5	3.0	10.5	2.8	10.0	2.5	9.8
8	2.3	7.8	2.9	9.4	3.0	9.5	3.0	10.5	2.8	10.0	2.7	10.0
9	2.4	8.2	3.0	9.5	3.0	10.0	3.0	10.5	2.8	10.5	2.8	10.0
10	2.4	8.6	3.0	9.8	3.0	10.3	3.0	10.5	FILM BROKE		2.9	10.5
11	2.4	8.8	3.0	9.8	3.0	10.3	3.0	10.5	FILM BROKE		3.0	10.5

↑
LOW
NOMINAL
HIGH
↓

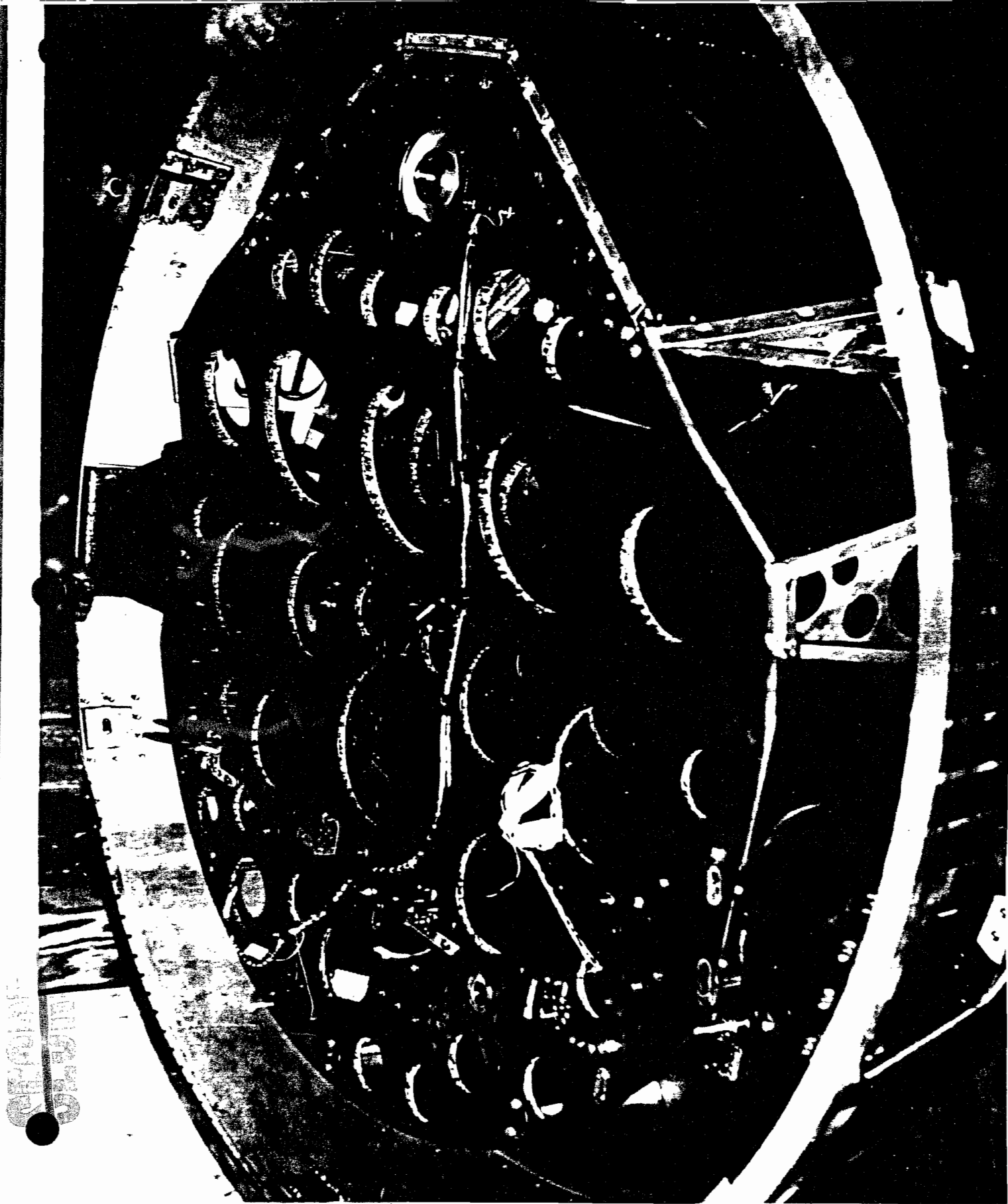
NOTE: FILM HANDLING MARGINAL. SUPPLY SPOOL DRAG INCREASED.

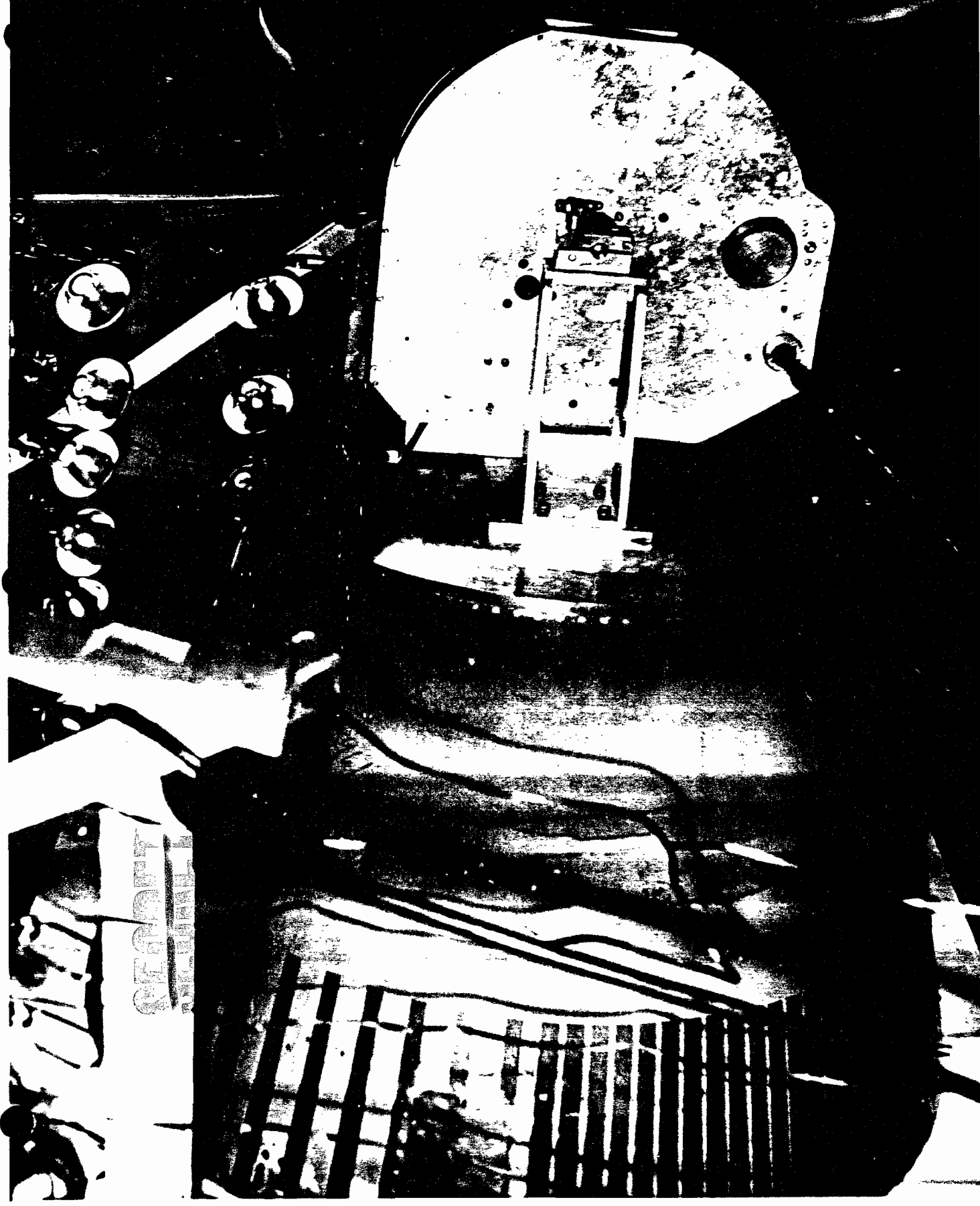
NOTE: AFTER EACH SCAN SEQUENCE THROUGH 11 POSITIONS, CAMERA WAS RUN FOR 15 MIN. AT NOMINAL SPEED.

DURATION 15 MIN. TOTAL

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ALIGNMENT TEST - FAIRING

TEST DESCRIPTION:

- A** A PRODUCTION FAIRING WAS INSTRUMENTED AND SUBJECTED TO SIMULATED EXIT HEATING AND LOADING CONDITIONS
- B** 23 DEFLECTIONS AND 18 TEMPS. WERE RECORDED DURING HEAT & LOAD CYCLE
- C** UNIT WAS ALLOWED TO COOL TO ROOM TEMP AND ALIGNMENT OF PLATES ① WAS CHECKED MECHANICALLY

DEFLECTION MEASUREMENTS - MAX

COND I

- ① RELATIVE IN PLANE TRANSLATION OF PLATES
 X-X AXIS .0016" (1 PT.)
 Y-Y AXIS .005" (1 PT.)

OUT OF PARALLEL MEASUREMENT OF PLATES
 X-X AXIS .005" @ 25.5"

- ② AVERAGE DIA. CHANGE OF RING (STA 274.4)
 X-X AXIS .032" INCREASE
 Y-Y AXIS .184" INCREASE

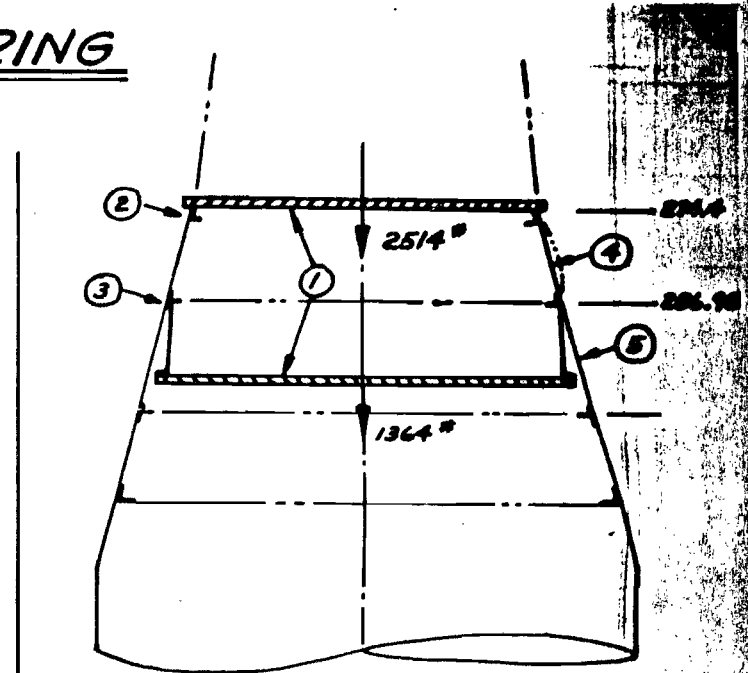
- ③ AVERAGE DIA. CHANGE OF RING (STA 286.95)
 X-X AXIS .250" INCREASE
 Y-Y AXIS .386" INCREASE

- ④ AVG. LOCAL SKIN DEFLECTION .104"

- ⑤ " " " " .125"

COND II

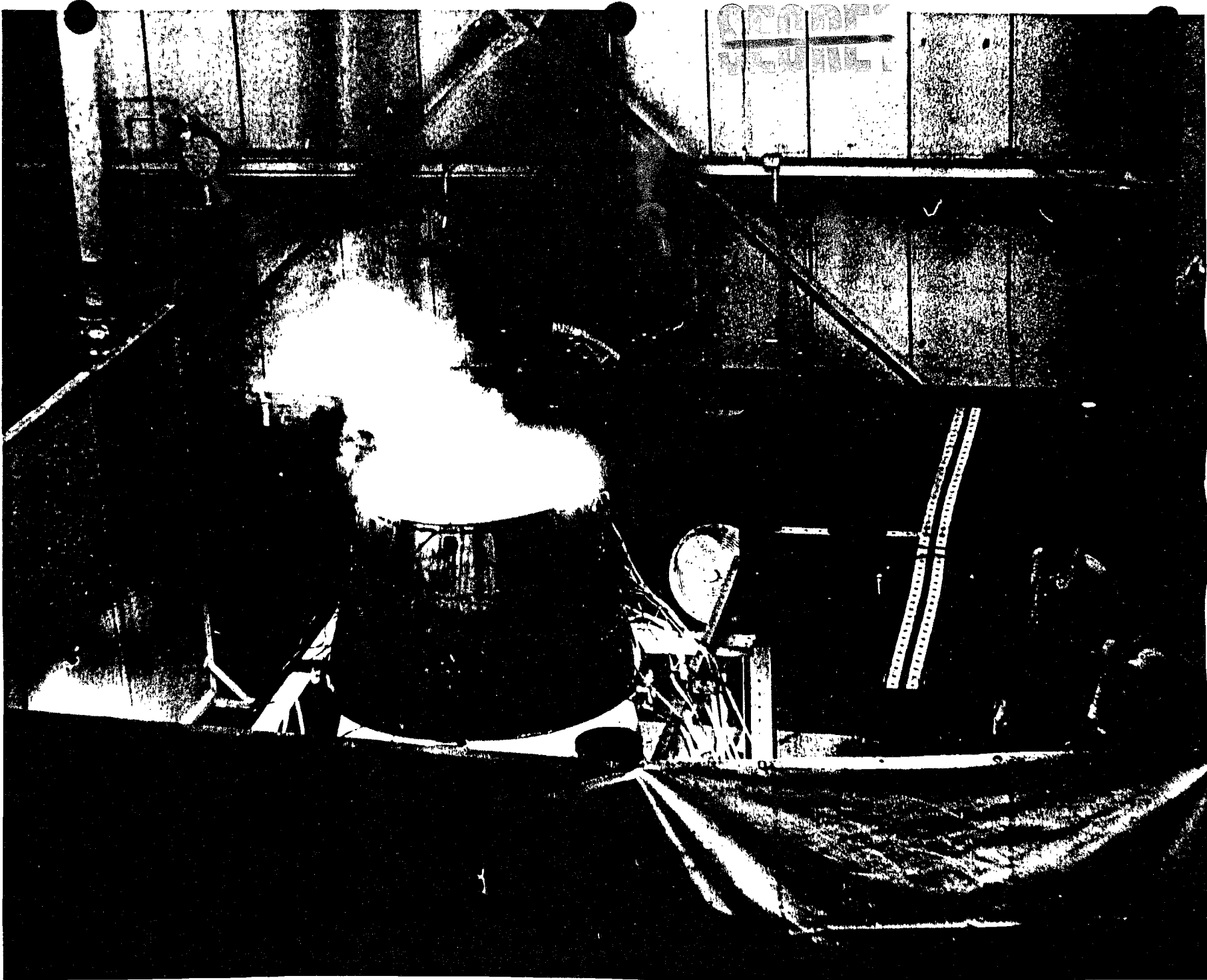
- ① ALIGNMENT OF PLATES
 IN PLANE TRANSLATION 0.00"
 AXIAL SEPERATION 0.020"
 OUT OF PARALLEL 0.007" @ 25.5"



- COND I : LIMIT LOAD, PEAK TEMP (865)
COND II : AFTER TEST, NO LOAD, ROOM TEMP

CONCLUSION

EXIT HEATING AND AXIAL LOADING WILL NOT CAUSE MIS-ALIGNMENT SUFFICIENT TO IMPAIR OPERATION OF CAMERA & CASSETTE



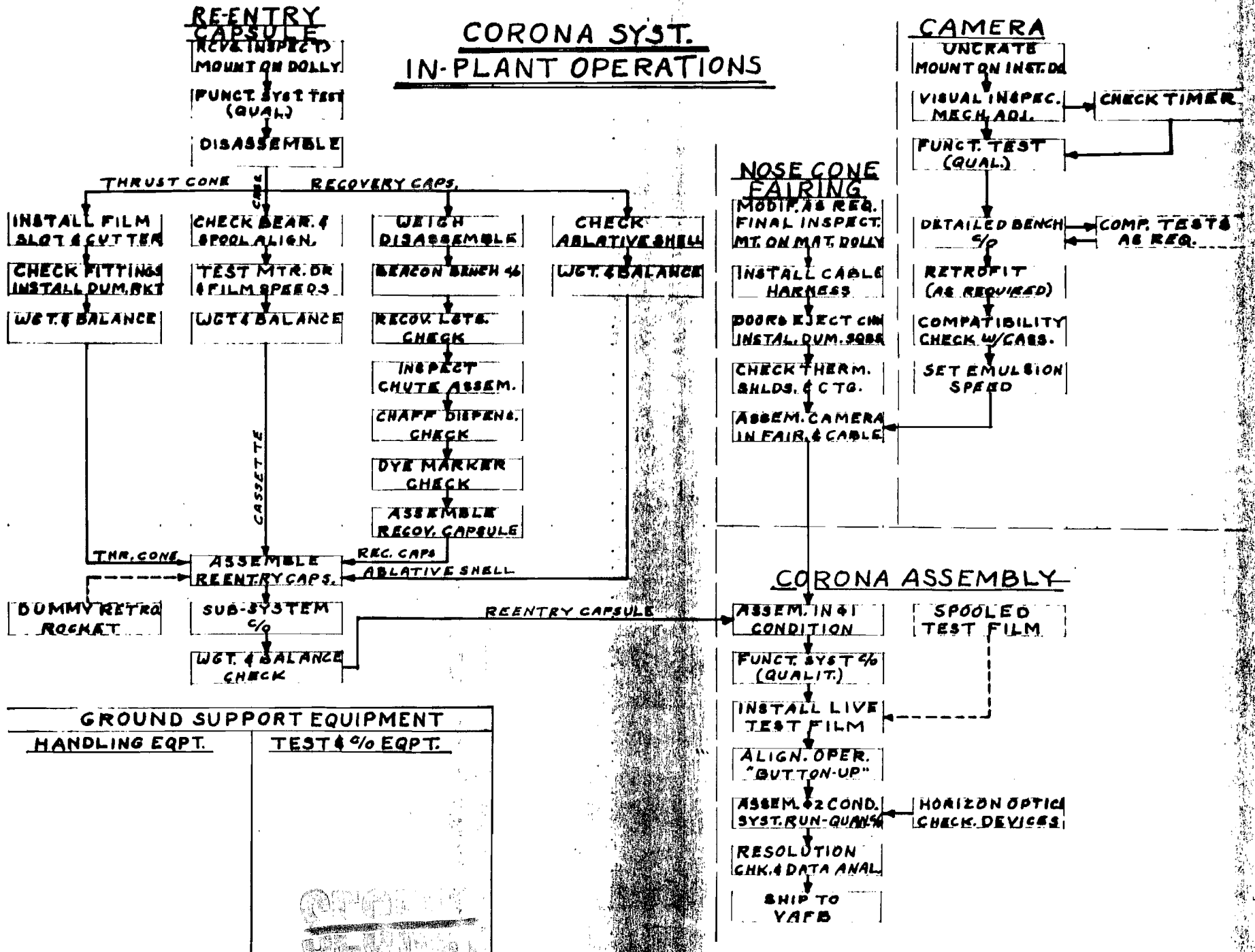
Notice of Page Substitution

Operations

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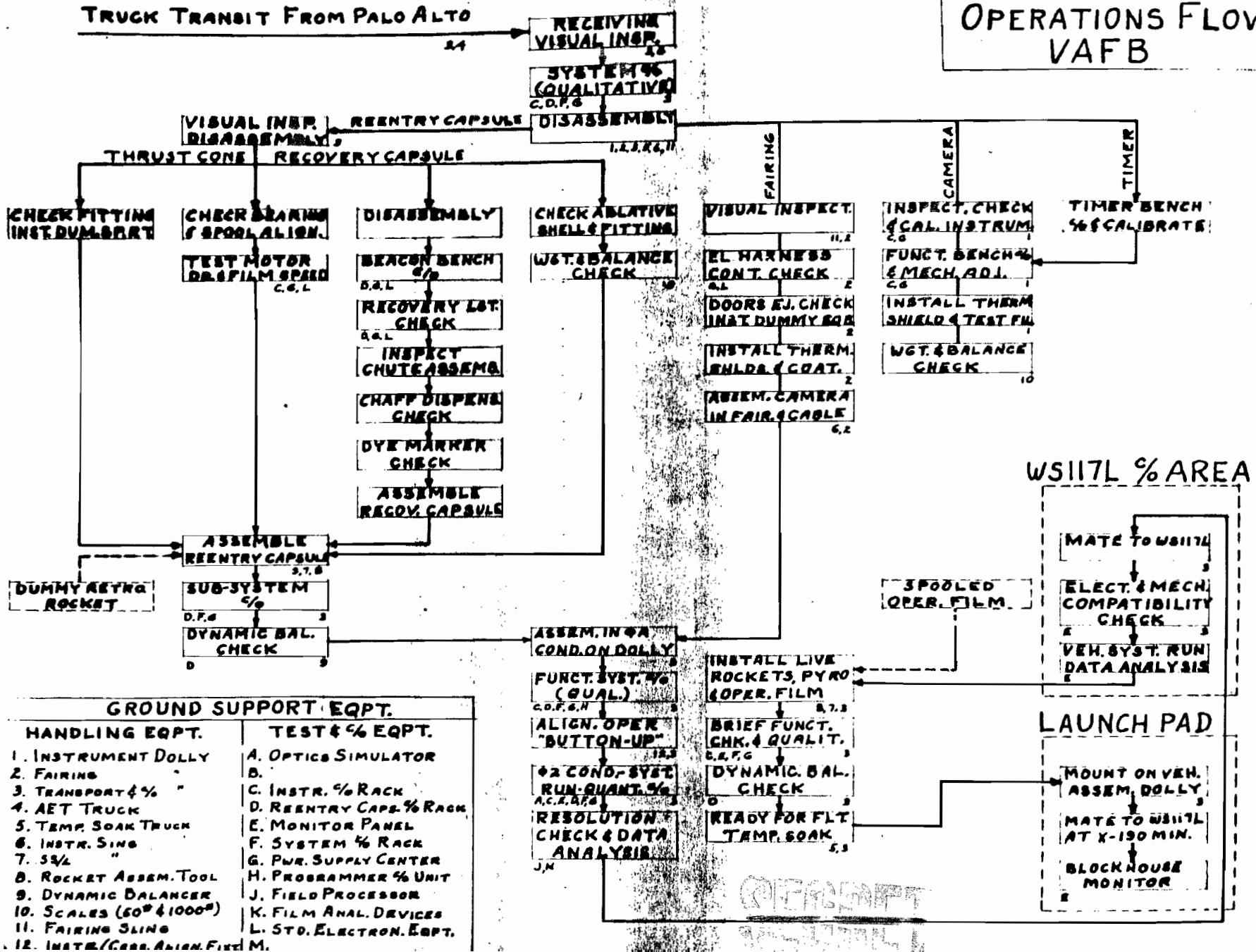
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CORONA SYST. IN-PLANT OPERATIONS



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OPERATIONS FLOW VAFB



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WS117L RECOVERY SYSTEM CONTROL

PROGRAM II A

TECHNICAL OPN'S CENTER

TEST DIRECTOR - AFBMD
TEST CONDUCTOR - LMSD
(PALO ALTO)

HAWAII

AFBMD STATION CDR.
LMSD STATION MGR.

C-119 PROVISIONAL ORG.
TAC - HICKAM AFB

RC-121 SUPPORT
552ND AEW WING

SURFACE FORCE
US NAVY

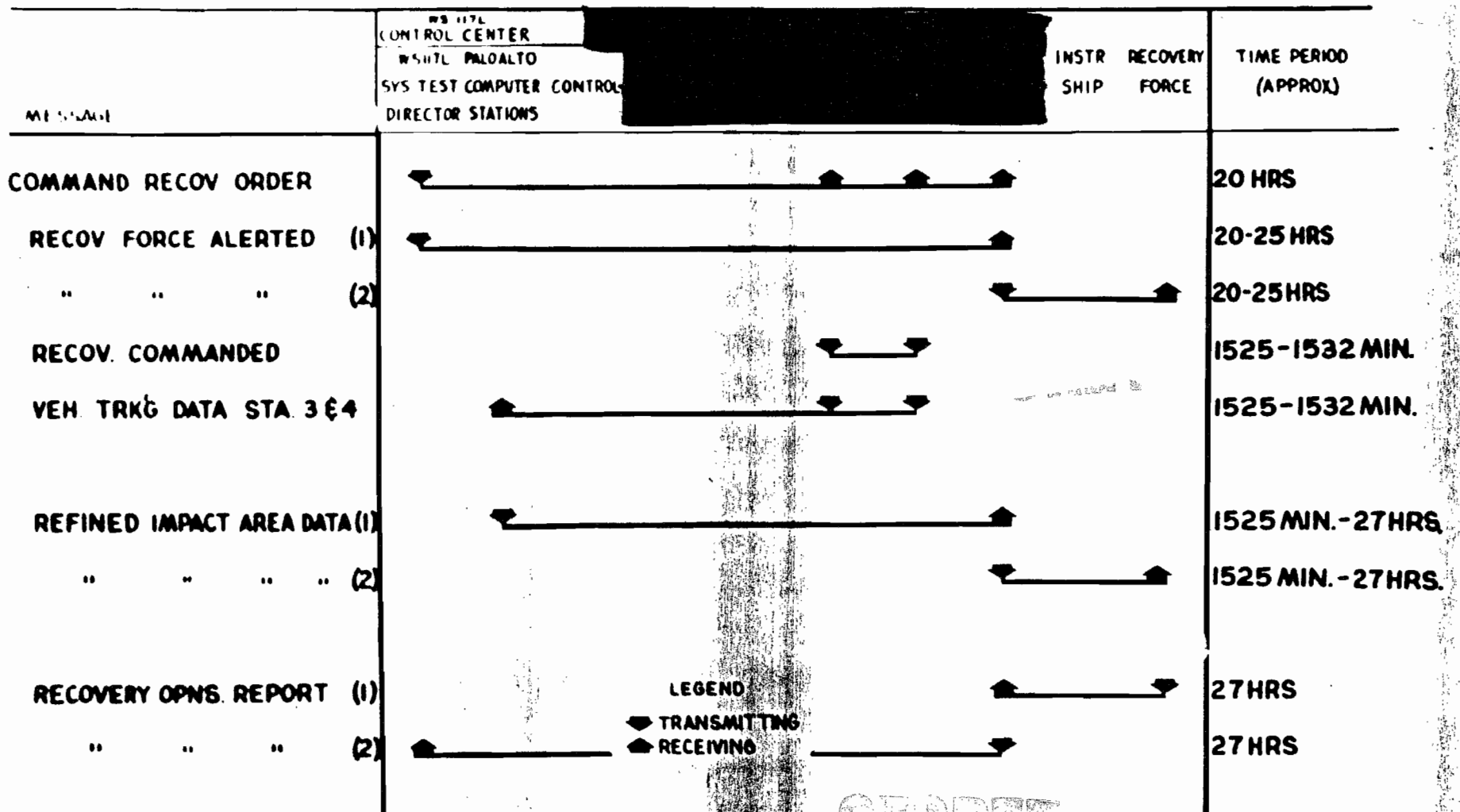
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WS117L RECOVERY COMMAND & DATA MESSAGE FLOW

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PROGRAM IIA

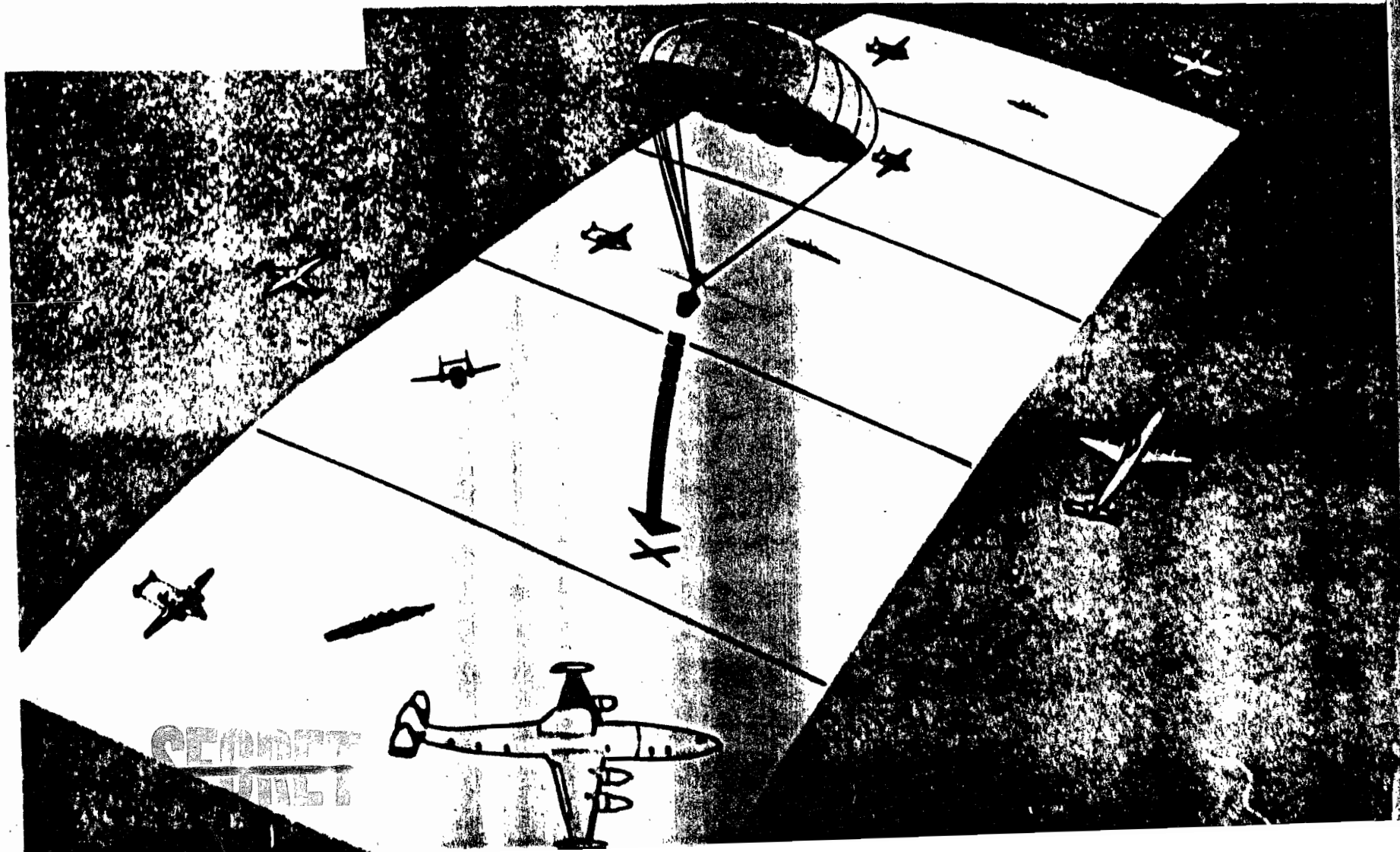


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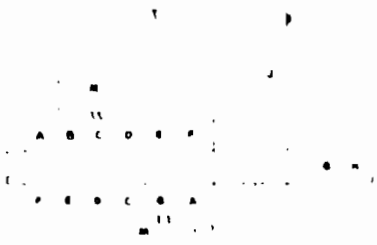
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RECOVERY OPERATIONS

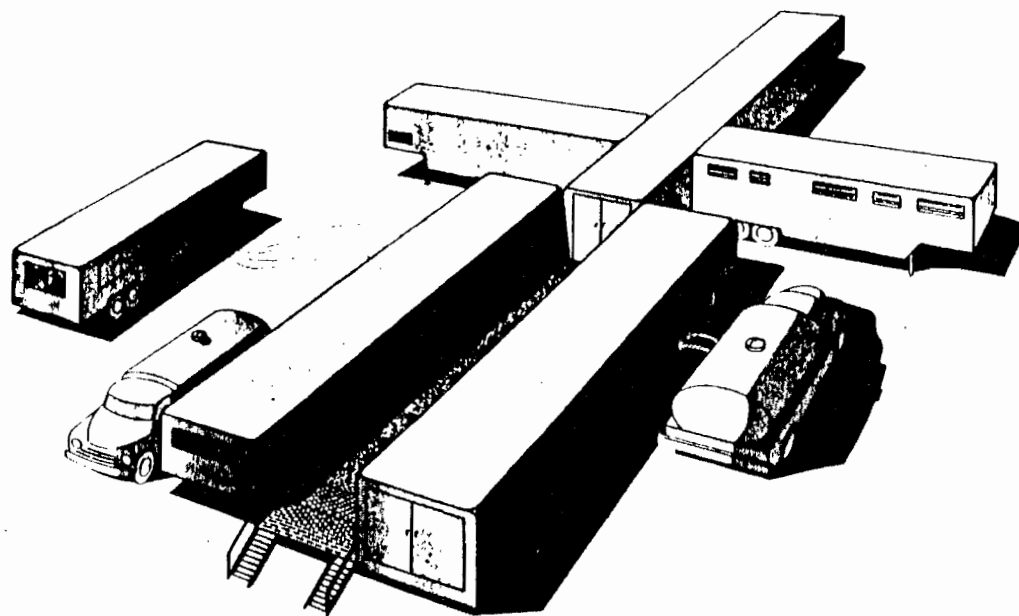


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AERO MEDICAL VAN COMPLEX



- A LIVING AREA
- B KITCHEN AREA
- C LABORATORY AREA
- D EXAMINATION AREA
- E EXERCISE AREA
- F CAGE AREA
- G ALTITUDE CHAMBER
- H VACUUM PUMP
- J INSTRUMENTATION VAN
- K ASSEMBLY VAN
- L AUXILIARY POWER VAN
- M WATER TANK TRUCK



[REDACTED] 9/11/58 [REDACTED]

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