

(OMEX)

TOP SECRET

FROM: Mission Coordinator: _____ 196

SUBJECT: Mission Alert Notification

TO: (See Below)

Request your attendance at the Commander's Briefing to be held in the Operations Briefing Room on 30 Aug 196 7 at 1210 L. The briefing concerns the following:

1. Mission Code Name and Number: BX 6718
2. Date/Time of Launch (H-Hour): 31 AUG / 0240 Z / 1140 L.
3. Ground Spare (H+1:00): 31 AUG / 0340 Z / 1240 L.
4. Bases: Takeoff [REDACTED] tagging ---, Landing [REDACTED]
5. Equipment required: TYPE I CAMERA [REDACTED]
6. Ground Spare Requirements: SAME EQUIP AS PARA #5 EXCEPT [REDACTED] IF VI NOT AVAILABLE
7. Special Instructions/Comments: LAUNCH BACK UP ACFT IF PRIMARY ABORTS AT 0340Z/1240L 31 AUG

25X1A

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FOR THE COMMANDER,
Mission Coordinator

Office	Time(L)	Recipient	Office	Time(L)	Recipient
CMDR	_____	_____	DCOL	_____	_____
DCO	_____	_____	DCOC/MO	_____	_____
DCM	_____	_____	DCOMI	_____	_____
DCS	_____	_____	DCOW	_____	_____
SECUR	_____	_____	COMMO	_____	_____
FLT SURG	_____	_____	AFOS	_____	(Notify Only)
DCOM	_____	_____	TTFC(SAC)	<u>0705</u>	(Notify Only)

TOP SECRET

BX6718

MISSION PILOTS ACTIVITY SCHEDULE FOR OPERATIONAL MISSION *DCOL*

H-HOUR TIME PRIMARY	LOCAL TIME PRIMARY	H-HOUR TIME SPARE	LOCAL TIME SPARE	ITEM	LOCATION
H -22:30	<u>1310</u>			Pre-Mission Physical Exam	Pit Surg
H -21:30	<u>1410</u>			Eating	A/C Mess
H -20:30	<u>1510</u>			Recreation activities as scheduled	Selected Area
H -18:00	<u>1740</u>	<u>1810</u>		Intelligence Review	DCOMI
H -17:00	<u>1840</u>			Initial Brief & Recreation	DCO Brief Rm
H -14:00	<u>2140</u>			Eating	A/C Mess
H -13:00	<u>2240</u>			Crew Rest	Asgd House
H -4:00	<u>0740</u>			Wake/up Psychological Ck	Asgd House/ Crew Mess
H -3:30	<u>0810</u>			Final Briefing	DCO Brief Rm
H -2:30	<u>0910</u>			Breakfast	A/C Mess
H -1:20	<u>1020</u>	H +:20	<u>1020</u>	Final Physical Evaluation	DCOL
H -1:10	<u>1030</u>	H +:10	<u>1130</u>	Suiting	DCOL
H -:50	<u>1050</u>	H +:10	<u>1150</u>	Leave Ops	Transport Van
H -:45	<u>1055</u>	H +:15	<u>1155</u>	Arrive Aircraft	Hangar
H -:30	<u>1110</u>	H +:30	<u>1210</u>	Start Engine	Hangar
H -:20	<u>1120</u>	H +:40	<u>1220</u>	Taxi	Aircraft
H -:05	<u>1135</u>	H +:55	<u>1235</u>	Trim Engine	Aircraft
H -:00	<u>1140</u>	H +1:00	<u>1240</u>	Take Off	Aircraft
L +:25				Post Mission Physical	DCOL
L +:45				Ops Debrief	DCO Brief Rm
L +1:00				Mission Debrief	DCO Brief Rm
L +3:30				Released	

25X1A

DATE 31 AUG 67 ACFT 127 PILOT [REDACTED]

TIME IN FLIGHT 5+15 TIME IN SUIT 6+45 PREBREATHING TIME 1+00

SATISFACTORY UNSATISFACTORY

1. PHYSICAL CONDITION (PILOT)

2. SURVIVAL KIT AND CUSHION ^{#50} 5/8

3. PARACHUTE 5/102

4. HELMET - 1

A. REFLECTIONS

B. FACE HEAT

C. COMMUNICATIONS

5. SUIT PROPER - 4

A. CABIN DECOMPRESSION: YES NO

6. OUTER GARMENT - 4 W

7. BOOTS AND SPURS ⁻¹ G.D. Type

8. GLOVES - 4

9. OXYGEN SYSTEM

DEPART		RETURN	
TIME	AMT	TIME	AMT
#1	<u>1103 8.75</u>	<u>1700 6.75</u>	
#2	<u>1103 8.75</u>	<u>1700 8.</u>	

10. MISCELLANEOUS

11. EVALUATION ITEMS

A.

B.

C.

D.

E.


12. REMARKS: (EXPLAIN UNSATISFACTORY REPORT)

25X1A



FULL PRESSURE SUIT TEST LOG

SUBJECT # 1050
 SUIT # - 4
 OUTER GARMENT W/FLOAT GEAR - X
 HELMET # - 1
 GLOVES # - 4
 BOOTS - 1 QD. Spurs

FLIGHT DATE 31 Aug 67
 DON _____
 DOFF _____
 TIME IN SUIT _____
 TECHNICIAN 


25X1A

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>	<u>SUBJECT TEST</u>	<u>POSTFLIGHT</u>
<u>SYSTEM #1</u>	<u>31 Aug 67 913</u>		
Max Pressure	<u>120</u>	<u>116</u>	<u>109</u>
Differential	<u>1.4</u>	<u>1.3</u>	<u>1.3</u>
Leak Rate	<u>525</u>	<u>1400</u>	<u>750</u>
<u>SYSTEM #2</u>			
Max Pressure	<u>108</u>	<u>120</u>	118 118
Differential	<u>1.4</u>	<u>1.5</u>	1.3 1.3
Leak Rate	<u>550</u>	<u>350</u>	750 550
Unpress Leak Rate	<u>350</u>	<u>300</u>	<u>500</u>
Face Heat	<u>18.2</u>		
Comms and Cord	<u>✓</u>		
Pencils	<u>✓</u>		
Knife	<u>✓</u>		
Controller Number	<u>33</u>		
Packet	<u>✓</u>		<u>✓</u>
Grease Zippers	<u>✓</u>		
Check Location of CO ₂	<u>L</u>		
Pressure Tap Screws		<u>✓</u>	

D.B-1735

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1050
 SUIT # -3
 OUTER GARMENT W/FLOAT GEAR -3
 HELMET # -2
 GLOVES # ~~1~~ -3
 BOOTS _____

FLIGHT DATE 31 Aug 67
 DON _____
 DOFF _____
 TIME IN SUIT _____
 TECHNICIAN  25X1A

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>	<u>SUBJECT TEST</u>	<u>POSTFLIGHT</u>
<u>SYSTEM #1</u>	<u>31 Aug 67 913</u>		
Max Pressure	<u>112</u>		
Differential	<u>1.3</u>		
Leak Rate	<u>500</u>		
<u>SYSTEM #2</u>			
Max Pressure	<u>109</u>		
Differential	<u>1.3</u>		
Leak Rate	<u>550</u>		
Unpress Leak Rate	<u>325</u>		
Face Heat	<u>125.0</u>		
Commo and Cord	<u>✓</u>		
Pencils	<u>✓</u>		
Knife	<u>✓</u>		
Controller Number	_____		
Packet	_____		
Grease Zippers	_____		
Check Location of CO ₂	_____		
Pressure Tap Screws	_____		

Handwritten notes:
 ✓
 Probe WP

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1052
 SUIT # -3
 OUTER GARMENT W/FLOAT GEAR -3
 HELMET # -4
 GLOVES # -4
 BOOTS _____

FLIGHT DATE 31 Aug 67
 DCM _____
 DOFF _____
 TIME IN SUIT _____
 TECHNICIAN _____

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>		<u>SUBJECT TEST</u>	<u>POSTFLIGHT</u>
<u>SYSTEM #1</u>	<u>23 Aug 67</u>	<u>30 Aug 67</u>		
	<u>913</u>	<u>913</u>		
Max Pressure	<u>111</u>	<u>118</u>		
Differential	<u>1.3</u>	<u>1.2</u>		
Leak Rate	<u>700</u>	<u>850</u>		
<u>SYSTEM #2</u>				
Max Pressure	<u>114</u>	<u>110</u>		
Differential	<u>1.3</u>	<u>1.2</u>		
Leak Rate	<u>800</u>	<u>900</u>		
Unpress Leak Rate	<u>435</u>	<u>450</u>		
Face Heat	<u>18.5</u>			
Comms and Cord	<u>✓</u>			
Pencils	<u>✓</u>			
Knife	<u>✓</u>			
Controller Number				
Packet				
Grease Zippers				
Check Location of CO ₂				
Pressure Tap Screws				

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1052
 SUIT # -4
 OUTER GARMENT W/FLOAT GEAR -4
 HELMET # -3
 GLOVES # -10-1
 BOOTS -2 QD Spurd

FLIGHT DATE 31 Aug '69
 DON X
 DOFF X

TIME IN SUIT 25X1A

TECHNICIAN 

PRESS-TO-TEST 23 Aug PRE-FLIGHT 30 Aug '69
CAR *#3*

SYSTEM #1

Max Pressure	<u>114</u>	<u>116</u>
Differential	<u>1.2</u>	<u>1.2</u>
Leak Rate	<u>1100</u>	<u>950</u>

SUBJECT TEST

<u>120</u>
<u>1.5</u>
<u>300</u>

POSTFLIGHT

<u>120</u>
<u>1.2</u>
<u>1050</u>

SYSTEM #2

Max Pressure	<u>116</u>	<u>118</u>
Differential	<u>1.6</u>	<u>1.2</u>
Leak Rate	<u>950</u>	<u>900</u>
Unpress. Leak Rate	<u>325</u>	<u>400</u>

<u>120</u>
<u>1.5</u>
<u>350</u>
<u>350</u>

<u>114</u>
<u>1.2</u>
<u>1050</u>
<u>400</u>

Face Heat 20.2

Commo and Cord

Pencils

Knife

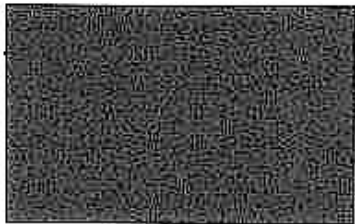
Controller Number _____

Packet

Grease Zippers

Check Location of CO₂

Pressure Tap Screws



25X1A

PRESSURE SUIT HOOK-UP AND CHECKLIST

1. Packet in pocket.
2. Stirrups secured.
3. Communication secured and functioning.
4. Face heat on (low).
5. Oxygen hoses secured in QD.
6. Three harness snaps secured - harness adjusted and surplus stowed.
7. Kit adjusted and surplus stowed.
8. Two (2) bailout hoses secured.
9. Lap belt, shoulder harness, key secured and adjusted.
10. Oxygen hoses under right leg strap, chest strap under helmet-hold-down.
11. Emergency oxygen lanyard secured and pin removed.
12. Red knob secured.
13. Green apple secured.
14. Manual over ride handle secured.
15. Two (2) rocket jet releases secured.
16. Check face heat.
17. Heat probe.
18. Press to test both oxygen systems.
19. Readjust lap belt.
20. SEACON - UNSNAP
LOW oxygen pressure - #1 system 95, 100 #2 system 80/85.
21. HIGH oxygen pressure Departing #1 system 9.0 #2 system 9.25
TIME - 1800
22. Foot rest guards over seat foot rests.
23. PARACHUTE STRAP ON D'RING UNDER
SUBJECT 1052 AIRCRAFT NUMBER T29
25X1A
TECHNICIAN [REDACTED] DATE OF FLIGHT 31 Aug 67
- HIGH oxygen pressure Returning #1 system _____ #2 system _____

Back up

PRESSURE SUIT HOOK-UP AND CHECKLIST

1. ✓ Packet in pocket.
 2. ✓ Stirrups secured.
 3. ✓ Communication secured and functioning.
 4. ✓ Face heat on (low).
 5. ✓ Oxygen hoses secured in QD.
 6. ✓ Three harness snaps secured - harness adjusted and surplus stowed.
 7. ✓ Kit adjusted and surplus stowed.
 8. ✓ Two (2) bailout hoses secured.
 9. ✓ Lap belt, shoulder harness, key secured and adjusted.
 10. ✓ Oxygen hoses under right leg strap, chest strap under helmet-hold-down.
 11. ✓ Emergency oxygen lanyard secured and pin removed.
 12. ✓ Red knob secured.
 13. ✓ Green apple secured.
 14. ✓ Manual over ride handle secured.
 15. ✓ Two (2) rocket jet releases secured.
 16. ✓ Check face heat.
 17. ✓ Heat probe.
 18. ✓ Press to test both oxygen systems.
 19. ✓ Readjust lap belt.
 20. ✓ LOW oxygen pressure - #1 system 75, 80 #2 system 95, 100.
 21. ✓ HIGH oxygen pressure Departing #1 system 8.75 #2 system 8.75.
 22. ✓ Foot rest guards over seat foot rests.
- ✓ BEACON ON SWAP
✓ 3URIT LANYARD HOOKED TO DRING. UNDER LAP BELT
SUBJECT 1050 AIRCRAFT NUMBER 127
TECHNICIAN [REDACTED] FLIGHT 31 Aug 67

25X1A

HIGH oxygen pressure Returning #1 system 6.75 #2 system 8.

1700

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

1. ~~Ripcord pins seated (main and first stage).~~
2. ~~Pack opening elastics secured.~~
3. ~~First stage jettison mated and pins secured.~~
4. ~~Two (2) rocket jet units secured.~~
5. ~~Manual over ride handle secured.~~
6. ~~Green apple secured.~~
7. ~~Red knob secured.~~
8. ~~Bailout hoses adjusted for pressure suit.~~
9. ~~Bailout hose connectors operating.~~
10. ~~Harness adjusted for HIGH flight.~~
11. ~~Automatic openers - triggered and reset.~~
12. ~~Aneroids 1400' to 7500'.~~
13. ~~Bailout cylinder pins secured.~~
14. ~~Bailout cylinder pressure #1 1800 #2 1800.~~
15. ~~Communication cord secured to chute.~~
16. ~~Visual inspection completed.~~

SURVIVAL KIT

1. ~~Yellow handle secured.~~
2. ~~Trigger clearance.~~
3. ~~KIT disconnects secured.~~
4. ~~Lid secured.~~
5. ~~Visual condition.~~

INSTALLATION

- ✓1. Vent secured at disconnect.
- ✓2. Kit secured to chute - loose.
- ✓3. Emergency oxygen lanyard secured to chute and pin installed.
- ✓4. Communication cord secured at disconnect.
- ✓5. Vent hose secured to chute.
- ✓6. Pin secured in QD and safetied.
- ✓7. Oxygen system low pressure #1 70/75 #2 90/95.
- ✓8. Pip pin in "D" ring.
- ✓9. Stirrup cables extended and operating freely.
- ✓10. Foot rest guards over seat foot rest.

25X1A SUBJECT 1052 AIRCRAFT NUMBER 129
TECHNICIAN  DATE OF FLIGHT 30 AUG 67
SEAT KIT NUMBER 52 PARACHUTE NUMBER 125
TYPE CUSHION S/B VENT HOSE NUMBER 71

Back up

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

1. ✓ Ripcord pins seated (main and first stage).
2. ✓ Pack opening elastics secured.
3. ✓ First stage jettison mated and pins secured.
4. ✓ Two (2) rocket jet units secured.
5. ✓ Manual over ride handle secured.
6. ✓ Green apple secured.
7. ✓ Red knob secured.
8. ✓ Bailout hoses adjusted for pressure suit.
9. Bailout hose connectors operating.
10. ✓ Harness adjusted for HIGH flight.
11. ✓ Automatic openers - triggered and reset.
12. ✓ Aneroids 1400' to 7500'.
13. ✓ Bailout cylinder pins secured.
14. ✓ Bailout cylinder pressure #1 1800 #2 1800.
15. ✓ Communication cord secured to chute.
16. ✓ Visual inspection completed.

SURVIVAL KIT

1. ✓ Yellow handle secured.
2. ✓ Trigger clearance.
3. ✓ Kit disconnects secured.
4. ✓ Lid secured.
5. ✓ Visual condition.

INSTALLATION

- ✓ 1. Vent secured at disconnect.
- ✓ 2. Kit secured to chute - loose.
- ✓ 3. Emergency oxygen lanyard secured to chute and pin installed.
- ✓ 4. Communication cord secured at disconnect.
- ✓ 5. Vent hose secured to chute.
- ✓ 6. Pin secured in QD and safetied.
- ✓ 7. Oxygen system low pressure #1 60/80 #2 75/80.
- ✓ 8. Pip pin in "O" ring.
- ✓ 9. Stirrup cables extended and operating freely.
- ✓ 10. Foot rest guards over seat foot rest.

25X1A SUBJECT 1050 AIRCRAFT NUMBER 127
TECHNICIAN [REDACTED] OF FLIGHT 30 AUG 67
SEAT KIT NUMBER 50 PARACHUTE NUMBER 102
TYPE CUSHION 5/B VENT HOSE NUMBER 60