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PHOTOGRAPHIC INTERPRETATION REPORT



SCUD B WHEELED TRANSPORTER- ERECTOR-LAUNCHER, MOSKVA PARADE, 7 NOVEMBER 1965

NPIC/R-163/66
MAY 1966

DECLASS REVIEW by NIMA/DOD

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SCUD B WHEELED TRANSPORTER-ERECTOR-LAUNCHER, MOSKVA PARADE, 7 NOVEMBER 1965

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[redacted] photography acquired in Moskva on 7 November 1965 shows a new wheeled transporter-erector-launcher (TEL) utilized for

the SCUD B missile (Figure 1). A total of 5 such vehicles, all carrying SCUD Bs, were observed. This report deals solely with the TEL.

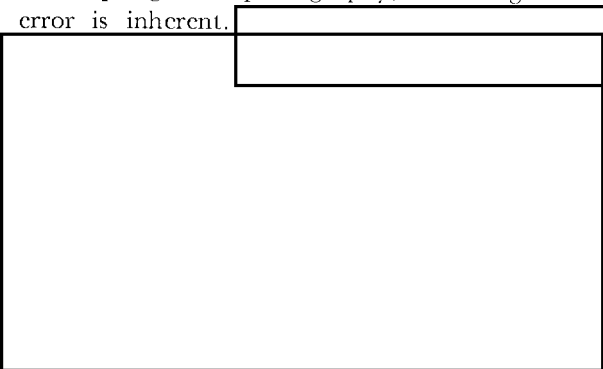


FIGURE 1. SIDE VIEWS OF SCUD B WHEELED TEL.

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There were a few nonfunctional, minor variations among the vehicles and a few minor differences between left and right sides, e.g., the placement of wheel chocks and the presence of fire extinguishers. No attempt has been made to show these disparities in the dimensional drawing (Figure 2). Lack of good measurable photography of the front and rear of the TEL precludes complete detailed mensuration of these portions and the inclusion in Figure 2 of an end view of the vehicle.

The mensural data contained in this report were obtained from photogrammetric solutions utilizing graphical techniques, metrical traps, and scale-ratio techniques. Because of the geometrical problems involved in mensural analysis of oblique ground photography, some degree of error is inherent.



The reader is further cautioned that the dimensional drawing is not intended to be used for detailed engineering analysis.

The erecting mechanism of the TEL (Figure 3), which extends from about the mid-point of the vehicle to the launch table, consists of 2 parallel, massive arms which are connected to the launch table. The arms are almost completely obscured in the side view. Their pivot axis is approximately [redacted] forward of the extreme aft

end of the TEL and approximately [redacted] from the ground. Immediately inboard of the 2 arms is a mechanism which "cradles" the missile during transit (Figure 4). This cradle can be secured to the 2 arms when desired. Three curved sections of hardware, carried atop the vehicle during transit, must be locked onto the cradle prior to erecting the missile. Similarly, they must be removed from the cradle before it is lowered away from the missile (which is left in the vertical position on the launch table). On each side of the TEL a missile servicing ladder is attached to a rectangular housing that is in turn attached to a hydraulic cylinder, which measures [redacted] in length. The 2 cylinders, along with the housings and ladders, can be pivoted to the vertical attitude and extended an undetermined length. The housings and ladders probably can swivel around the long axes of the cylinders to service the missile. The shorter ladder seen along each side can be attached to the lower end of the long ladder.

The crew compartment, located at approximately the mid-point of the TEL, extends the full width of the vehicle and has a door on each side. The height of the compartment is approximately [redacted]. There are vents in the roof near the outer edges. The cab at the front end of the TEL is divided into 2 separate compartments (Figure 5). Each compartment contains tandem seats. The left compartment is for the driver and 1 passenger, and the right compartment is probably for a radio operator and 1 passenger.

The missile is not connected to the launch table of the TEL during transit (Figure 6). The TEL is equipped with a flame deflector which splits the flame to each side.

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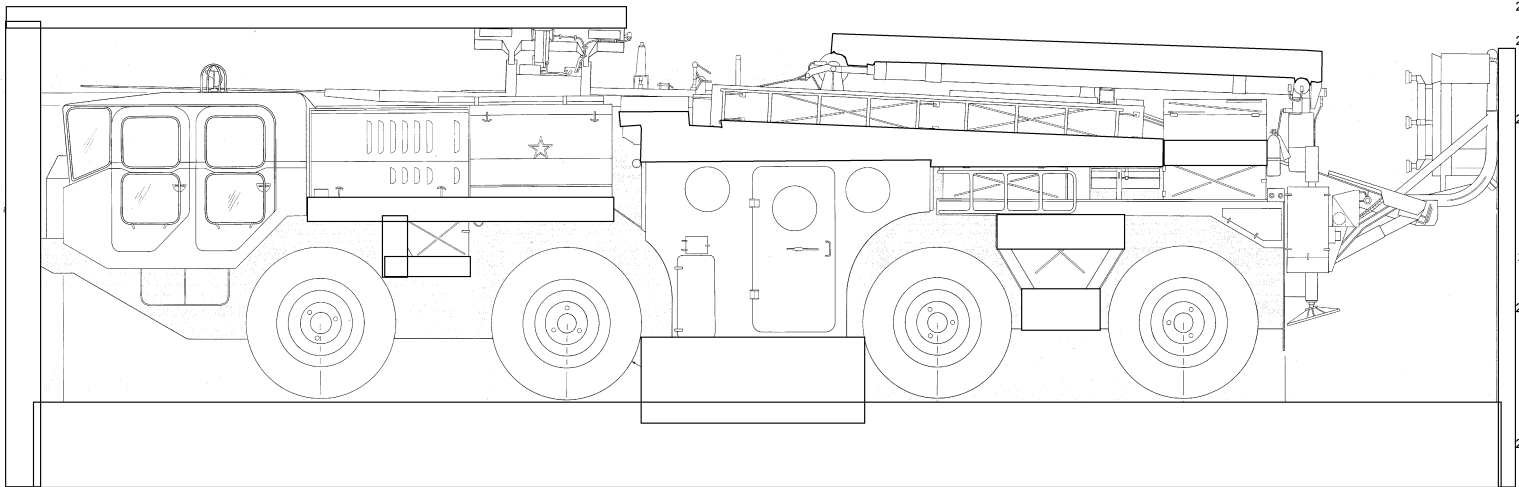


FIGURE 2. DIMENSIONAL DRAWING OF TEL

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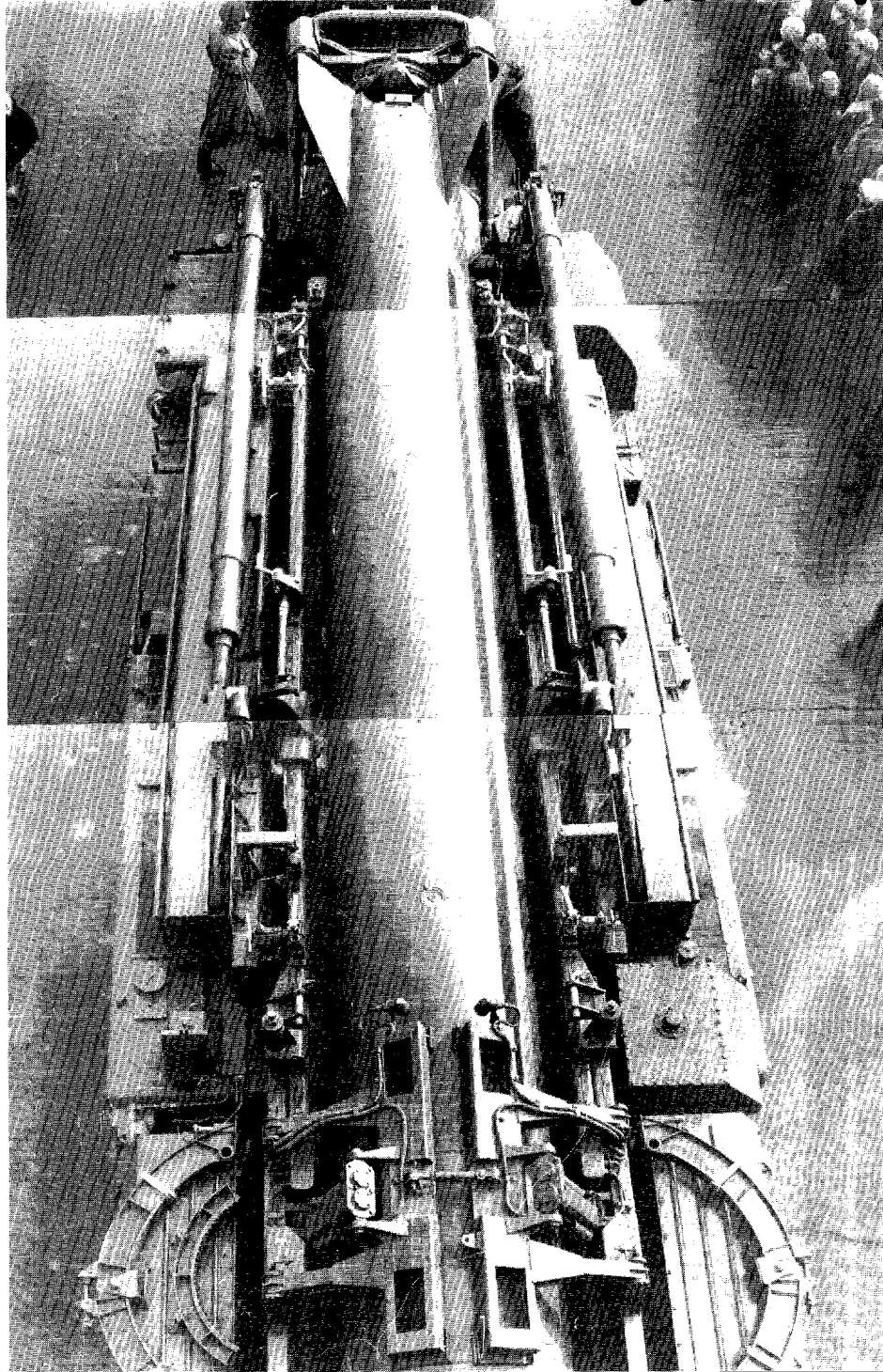


FIGURE 3. TOP VIEW (MOSAIC) OF SCUD B ON TEL.



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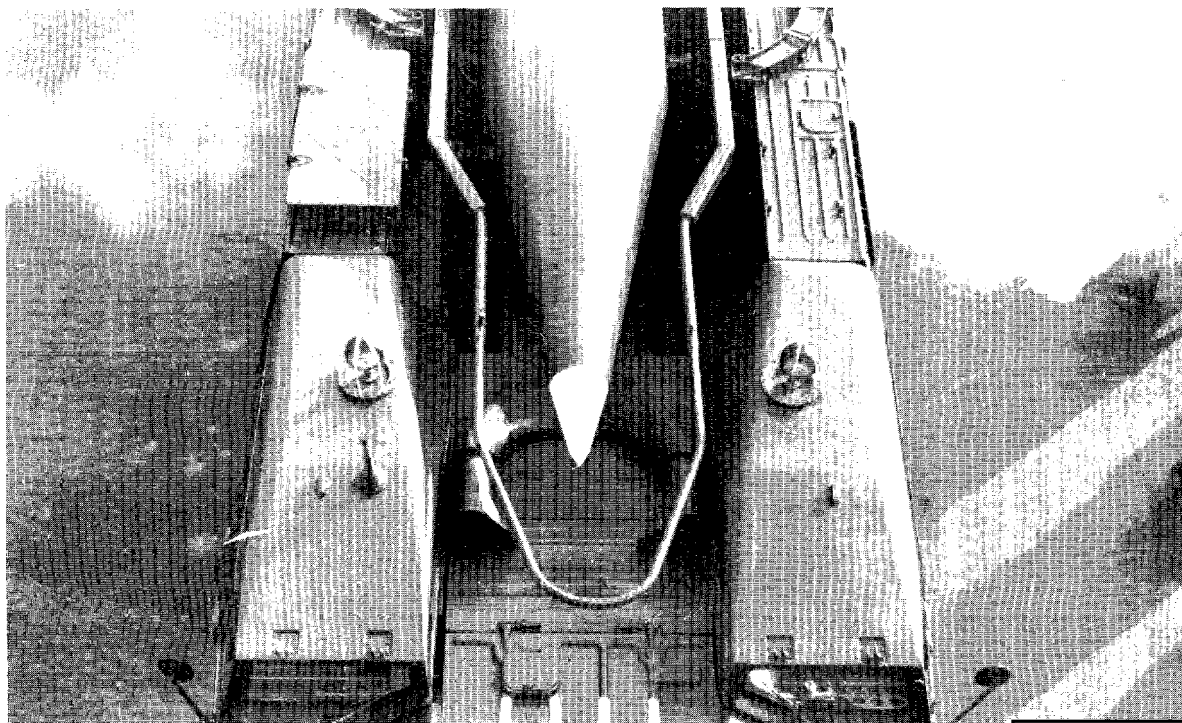
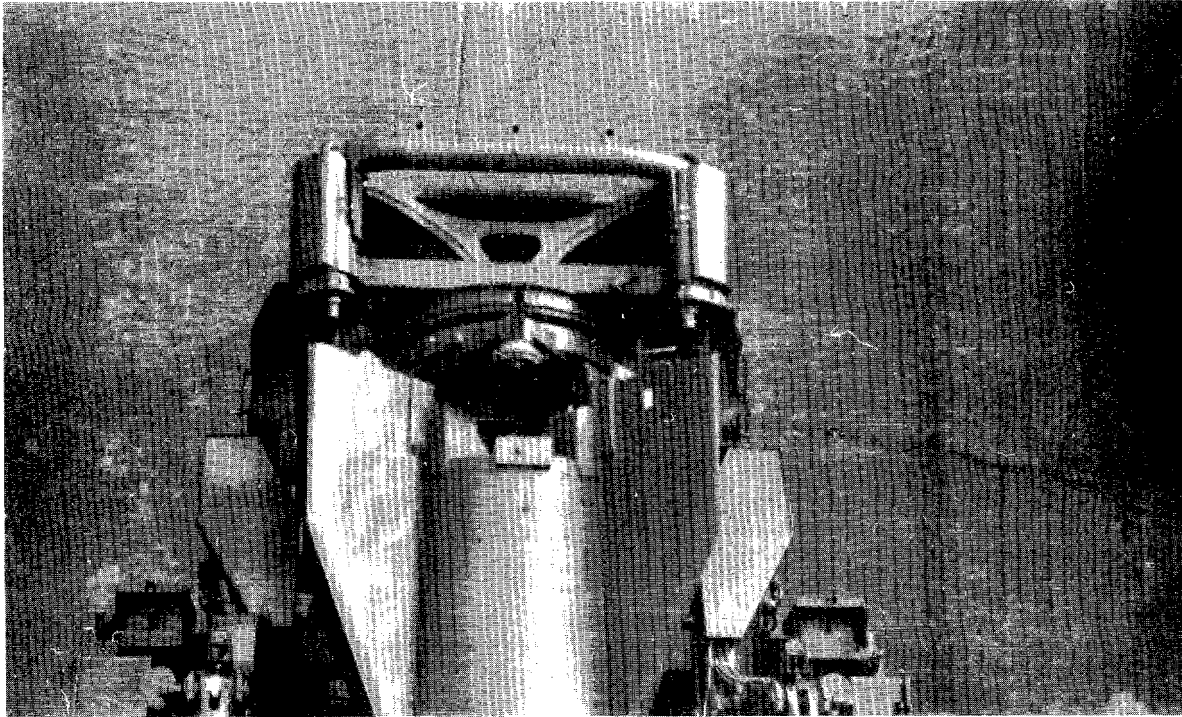


FIGURE 4. SUPPLEMENTAL TOP VIEWS OF SCUD B ON TEL.



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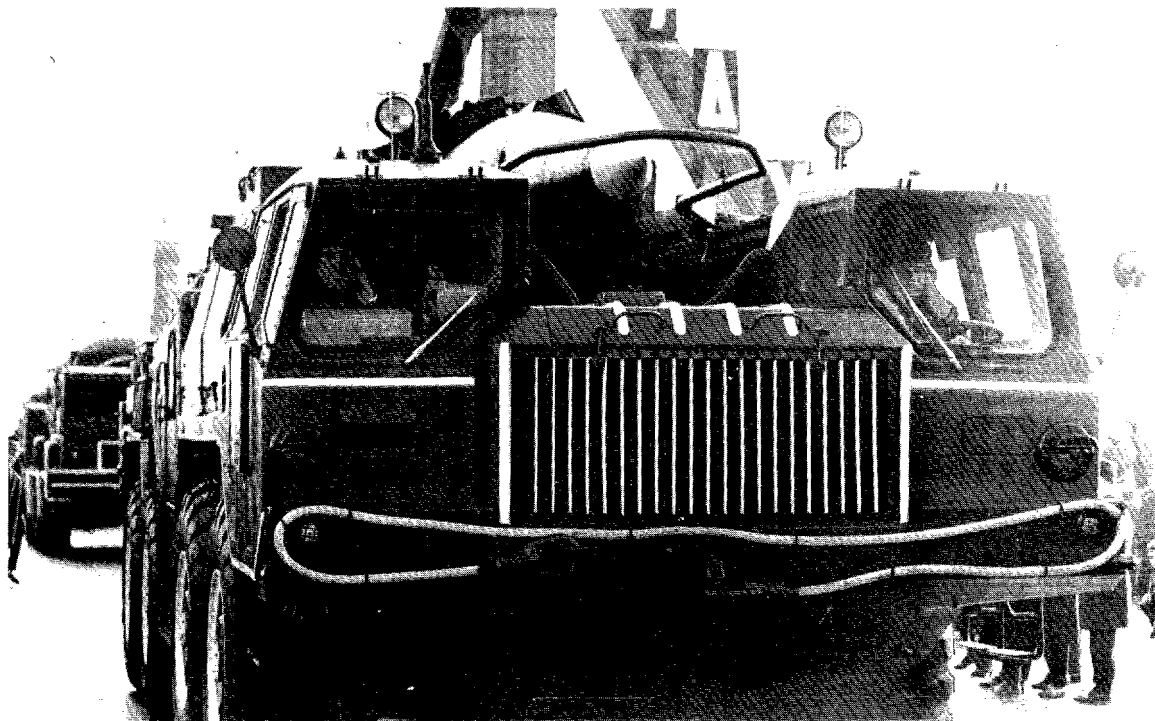


FIGURE 5. FRONT AND REAR VIEWS OF TEL.



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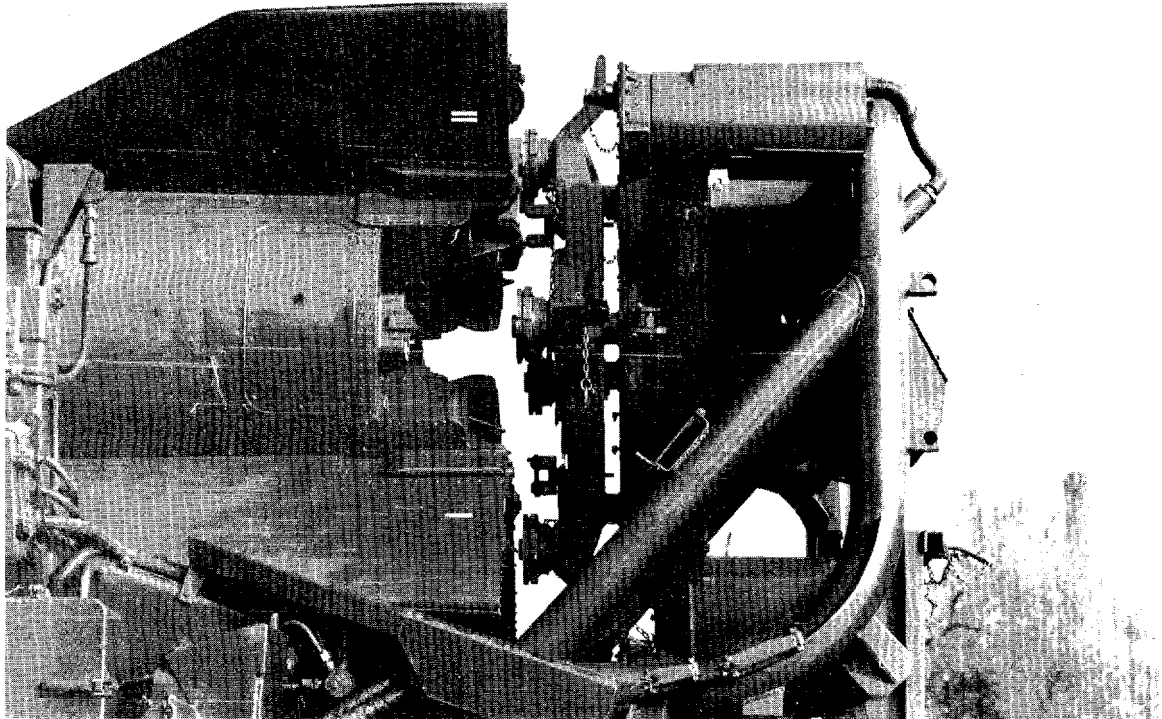


FIGURE 6. LAUNCH TABLE OF TEL.



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REFERENCES

PHOTOGRAPHY



REQUIREMENT

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NPIC PROJECT

11350/66 (partial answer)

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