

~~TOP SECRET~~

VIA AIR  
(Specify Air or Sea Pouch)

DISPATCH NO. [ ]

25X1

~~TOP SECRET~~  
CLASSIFICATION

TO HEADQUARTERS

DATE 11 JULY 56

FROM [ ]

25X1

SUBJECT { GENERAL Operations  
SPECIFIC [ ] Missions 2020, 2021

25X1

Mission 2020 was flown by [ ] on 9 July 1956 in Article 169. Special equipment consisted of the [ ] and "S" Band Radar. Duration of was six hours and thirty minutes. Take-off was made on schedule, however the delay in receipt of the [ ] report continues to pose a serious problem. See [ ] message 0317.

25X1

25X1

25X1

25X1

No other problems were encountered in the launching of the mission. [ ] reported satisfactory operation of the camera equipment. However, post flight inspection revealed malfunction of the camera equipment did occur. The right oblique shutter cam broke. No apparent reason except possible metal fatigue or a defective piece of metal. This is the first time that a cam has broken in operation of these shutters. The shutter will be returned to the factory for inspection. The vertical shutter either lost a turn or was incorrectly set on pre-flight. This shutter has been removed from service until a thorough maintenance check can be made. To preclude recurrence of shutter failure, action has been taken to establish a procedure requiring periodic checks of the shutter for noticeable cracks.

25X1

Eight hundred feet of tracker film was exposed on this mission. The flight track was not plottable in the 70MM film until point [ ] at which time track was thirty six miles north of course. On track was gained 48 miles west of point Alfa. Course plotted for 112 miles east of point Charlie when it became untrackable. Track again picked up 14 miles east of point Golf. Course was made good until track unreadable at [ ] eighteen miles south of course. Track continued to parallel course for fifty miles, crossed north of course at [ ], then crossing course southeast of point Lima. Flight was continued south of course to 5034N 0707E. Plotting time for this mission was 3 hours.

25X1

25X1

25X1

No serious problems were encountered in the intelligence briefing or de-briefing of [ ]. De-briefing forms provided by Project Headquarters are considered adequate for this mission.

25X1

~~TOP SECRET~~  
CLASSIFICATION

TS NR. 155330  
Page 1 of [ ] pages  
Copy of 2 copies

FORM NO. 51-28A  
MAR 1949

~~TOP SECRET~~

- 2 -

No malfunctions were encountered in the electronics equipment. Strong lock-on type signals were received about one hour and thirty minutes after take-off. These signals are typical of X Band Airborne Radar.

Reference is made to paragraph 9F of the  Mission Weather Report. It is believed that the use of the six digit group for reporting clouds from tracking film is impractical and serves no useful purpose. The cloud distribution and patterns fluctuates considerably from point to point, often in a short distance and cannot be accurately reported unless a reading is taken each 10 to 20 miles along the track. This would be so time consuming as to be impractical. Further, the film will be available at Project Headquarters for micro-meteorology research at a future date. Request permission to report clouds by category and type abbreviated from one significant change to another along the track using latitude and longitude or check point. For example, from 6021 to C Cat 3, CI AC, C to 6023 CAT 4 thick Ci, from 6023 to 5819 Cat 1. See remarks section, Enclosure A

25X1