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FEB 14 1968

REF SYM: 3416/176

PAGE TWO RUMPCA 2610 S E C R E T //ED//GP-1//.

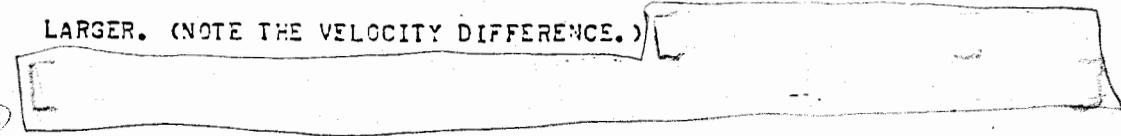
1. THE UNIT FELL IN A FLAT SPIN THROUGHOUT THE MAJOR PORTION OF ITS TRAJECTORY.
2. THE TEST VEHICLE WAS COMPLETELY BURIED IN BOTH CASES.
3. THE CRATER FOR DROP NUMBER ONE (IMPACT VELOCITY ABOUT 550 FT/SEC)

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b(3)



THE
 IMPACT TOOK PLACE IN A HUMMOCKY AREA AND SPECIFICALLY NEXT TO A SMALL BUSH-LIKE SAGE. THERE WAS NO NOTICEABLE LIP AT THE CRATER BUT SLIGHT THROUGHOUT RAYS OF MOIST SAND WERE VISIBLE. THESE RAYS WILL DISAPPEAR IN ABOUT 12-24 HOURS. THE CRATER SLOPE WAS ⁷³ 1 TO 1 OR ABOUT 45 DEGREE.

4. UNIT NUMBER 2 (IMPACT VELOCITY ABOUT 770 FT/SEC WHICH WE FEEL TO BE MOST REPRESENTATIVE OF THE ACTUAL CASE) IMPACTED IN A DRY WASH AND LEFT A CRATER NEARBY IDENTICAL WITH NUMBER 1 ALTHOUGH SOMEWHAT LARGER. (NOTE THE VELOCITY DIFFERENCE.)



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AGAIN THERE WERE THROWOUT RAYS OF MOIST SAND AND NO NOTICEABLE CRATER LIP.

5.

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6. BOTH UNITS WERE UNDAMAGED AND INTACT. EXTENSIVE STILL PHOTOGRAPHIC COVERAGE OF THE IMPACT AREA HAS BEEN MADE. THESE PHOTOS, BOTH IN BLACK AND WHITE AND IN COLOR WILL ACCOMPANY MR. S. A. MOORE WHEN HE LEAVES FOR SPAIN ON WEDNESDAY, FEBRUARY 15, ALONG WITH ANY OTHER PERTINENT INFORMATION. PROBABLY THE MOST STRIKING OBSERVATION WAS THE FACT THAT THERE WAS ABSOLUTELY NO VISIBLE EVIDENCE THAT THE IMPACT CRATERS CONTAINED ANYTHING BENEATH THEM. THE BOTTOMS OF THE CRATERS WERE EXTREMELY SMOOTH AND THEY, EVEN RIGHT AFTER DROP, APPEARED TO BE SLIGHTLY AGED, EXCEPT, OF COURSE, FOR THE MOIST SOIL EXPOSED AND THIS WOULD DRY RAPIDLY. THIS SUGGESTS THAT EVERY CRATER IN THE CRASH ZONE OF A REASONABLY SIMILAR SIZE SHOULD BE PROBED TO A DEPTH OF 5 FEET OR SO DEPENDING ON SOIL RESISTANCE TO PROBE.

FINALLY IT MUST BE MENTIONED THAT THE COMMENTS ABOVE REPRESENT

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