ARPA TN-64-2

## **OBSERVATIONS OF THE NEAR WAKE**

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### BY THE MERCURY ASTRONAUTS



AD

- M. Scott Carpenter
- L. Gordon Cooper
- John H. Glenn
- Walter M. Schirra, Jr.



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#### OBSERVATIONS OF THE NEAR WAKE REENTRY PHENOMENA BY THE

#### MERCURY ASTRONAUTS

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#### TABLE OF CONTENTS

		Page
I.	Introduction	1
II.	Review of Base Flow and Near Wake Problem	5
III	Description of the Mercury Spacecrat, and	
****	General Test Conditions	13
Iγ.	Detailed Reentry Observations and Data	19
v.	Conclusions and Discussion	37
	FIGURES	48
	REFERENCES	75

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#### I. INTRODUCTION

A body flying at hypersonic speeds through the earth's atmosphere leaves a trail of hot gas behind it with temperatures as high as 4000 - 5000°K. At these temperatures the gas becomes optically visible from pure air radiation, as well as from contaminant radiation from the material which may be ablated off the reentry vehicle heat shield. High electron densities also occur and the near wake becomes a backscatterer to radar. Both as a passive radiator and active scatterer, the wake is one of the most prominent observables over a large part of the trajectories of missiles reentering the atmosphere.

An extensive research effort has been undertaken by ARPA and other government agencies to define the properties of the wake for various body shapes, flight conditions, etc. General reviews of the current status in the understanding of wake phenomenology are available in a number of publications, e.g., Refs. 1 - 6. One of the most difficult aspects of the problem has been the prediction of properties immediately behind the body. This base region is important because 1) for certain types of vehicles it may provide the only region of gas observables and 2) the end of this region -- the

- 1 -

rear stagnation point -- interfaces with the beginning of the wake. Thus, the solution for fluid properties in the base region provides the initial conditions for the downstream wake calculations. As shown in Figs. 1 and 2a this so-called base and "ne at region is where the flow closes behind the body and forms a contracted viscous core. This core subsequently diffuses outward in the downstream direction and entrains the surrounding air at a rate which is roughly proportional to the cube root of the axial distance for axisymmetric bodies. For some body shapes and atmospheric conditions, the initial conditions for such properties as temperature and ionization level have only a small effect on the downstream property histories. Thus, results of wake calculations can be accepted as fairly reliable. This is the case for most blunt bodies where the larger amount of flow energy is initially exterior to the viscous core. However, for some conditions the initial values for the wake calculations are crucial to the downstream history. In these cases knowledge of the "neck" region is important.

Experimental studies of the flow detail in the base region would prove very useful and at the present time such programs are being carried out in a number of wind tunnels and ballistic ranges across the country.<sup>15</sup>, 26-28 However, it is difficult to support a

- 2 -

three-dimensional vehicle and to make point measurements which dc .ot perturb the base flow being studied. In an attempt to determine flow properties around a full-scale reentry vehicle, ARPA has initiated an on-board measurements program in which flowmeasuring instruments are mounted directly on a reentry vehicle and their readings recorded and telemetered for later study.

With this background and interest, it was noted in newspaper accounts that several of the Mercury Astronauts mentioned what they called the "fireball" effect which they were able to observe through a rearward-facing window in their capsules. The present authors felt that a discussion with the Mercury Astronauts concerning their observations might be useful. Hence, an inquiry was sent to NASA by Dr. Charles Herzfeld, Deputy Director of ARPA, requesting such a meeting. The request was granted and a conference took place on October 18, 1963, at the Manned Space Flight Headquarters in Houston, Texas. In spite of extreme demands on their time, the four Mercury Astronauts who had orbited, John H. Glenn, M. Scott Carpenter, Walter M. Schirra and L. Gordon Cooper took part in the conference.

The procedure adopted for the conference on the suggestion of the Astronauts was that first, each described his visual observations

- 3 -

during reentry and then next there was a general discussion comparing impressions of the flow field geometry and coloration. The Mercury Astronauts were not debriefed on their reentry observations at the time of their flight. This was evidently the first time that all four hed discussed together in detail these observations. It must be remembered that the conference was based on recollections of events which took place from 5 to 20 months prior to the discussion.

Detailed descriptions of each flight have been presented by NASA in Refs. 7 - 10. The preparation for and the flight itself are set forth and the transcripts of the Astronauts' air-ground communications are also presented in these references. Related to the present interest, some exterior wake radar measurements were made from the ground during the reentry of Col. Glenn's capsule using a meteor radar placed on the island of San Salvador.<sup>11</sup>

The present report attempts to be self-contained. Section II gives a brief review of base flow analyses and experimental laberatory efforts; in Section III the general test conditions and the geometry relative to the observer in the capsule are detailed. In Section IV, each Mercury Astronaut's visualization of the flow field as a function of trajectory position is described. In Section V, the general aerodynamic conclusions by the authors are set forth.

- 4 -

#### II. REVIL'V OF THE BASE-FLOW AND NEAR WAKE PROBLEM

The interaction of the core of a separated flow with an inviscid free stream through a mixing layer remains one of the most difficult and as yet unresolved problems of aerodynamics. Accurate prediction of the properties in the wake of a re-entering body depends on accurate knowledge of the initial conditions for the wake calculations at the end of the base region, "the neck," see Fig. 2.

Complete laboratory simulation of the important reentry conditions for the base problem throughout the whole reentry corridor is not presently possible. Such crucial questions as what is the peak neck temperature and is the temperature distribution across the neck unimodal or bimodal are yet to be answered. Further, laboratory diagnostics are not completely satisfactory for answering such questions.

\*It has been understood for some time that the neck conditions (and the entire near wake geometry) are determined by the complex interaction of the inviscid "outer" flow and the viscous "base flow." The Chapman model<sup>12</sup> of this interaction has provided the most

<sup>\*</sup>Based on a review of the near wake region work to this date by R. Weiss, Avco Everett Research Laboratory.

useful starting point for analytical solutions and experimental correlations of near wake phenomena. Figure 2a illustrates the description of the flow field. The body boundary layer separates at the shoulder and is deflected towards the axis by the low base pressure, re-attaching at a rear stagnation point. A separated, recirculating flow region is thereby created which then achieves a velocity determined by an equilibrium of shear forces on the "base" and "dividing streamline." Particular significance by all workers is attached to the dividing streamline, which in Chapman's model is assumed to undergo an isentropic recompression to the pressure imposed by the inviscid flow immediately behind the trailing shock. The stagnation pressure reached by the dividing streamline depends on its static pressure and velocity. The former is assumed to be determined by the outer inviscid flow, and the latter by constant pressure and constant energy mixing of the "free shear layer" (the separated body boundary layer) with an infinite reservoir of stagnant air (Fig. 2b). In the Chapman model, the free shear layer is assumed to have zero initial thickness, and the solution obtained is true only asymptotically at large distances from separation. The Chapman near wake flow description is summarized by these assumptions:

- 6 -

- 1) zero initial boundary layer thickness at separation
- no distortion of the boundary layer as it expands around the shoulder
- 3) "boundary-layer" flow in the free shear layer
- 4) constant pressure and constant energy laminar mixing in the free shear layer
- 5) zero "coupling" between free shear layer and recirculatory flow
- 6) isentropic recompression at the neck

7) zero heat transfer and mass addition at the base In addition to these, the "steadiness" of the flow has been a generally accepted assumption. This is because of the indicated stability from linear stability theory of the free shear layer at hypersonic speeds.

The ability of the Chapman theory to predict the basic characteristics of the near wake behind representative bodies can be estimated from data shown in Fig. 3 ("oblique shock" and "isentropic recompression" refer to the inviscid flow limit conditions that bracket the actual behavior). While the theoretical results have no Reynolds Number dependence, it is apparent that the data do.

Initial attempts by Denison and Baum<sup>13</sup> to improve these results have eliminated the first assumption listed above. They have

- 7 -

obtained numerical solutions of the growth of a finite-thickness free shear layer. The dividing streamline velocity was shown to be a sensitive function of shear layer length. Thus, the inviscid-viscous flow coupling becomes more complex. These results are labeled "theoretical laminar flow" in Figure 3.

Since the dividing streamline velocity depends on the initial mixing rate at the shoulder, careful consideration of the expanded velocity profile is necessary. Hromas and Lees <sup>14</sup> recently investigated this problem and found that at hypersonic speeds the velocity profile "flattens" upon isentropic expansion around the vehicle corners. Dewey<sup>15</sup> examined the effect of various expanded profiles on the free shear layer development. He found that the initial shear and velocity on the dividing streamline are larger than the results obtained when this effect was not included.

Treating the non-isoenergetic free shear layer, Denison and Baum<sup>16</sup> have used a Crocco Integral energy solution in conjunction with the isentropic recompression of the dividing streamline. The results show that the neck pressure and enthalpy are strongly influenced by the core temperature. In more recent work, King and Baum<sup>17</sup> have attempted to determine the core temperature by energy balance calculations. Again, assuming no coupling with the recircu-

- 8 -

latory flow, the enthalpy profile (and atom concentration profiles) was determined at the neck and a core temperature chosen so as to conserve energy between shoulder and neck (that is, to satisfy the assumption of zero base heat transfer). There is still considerable uncertainty about the core temperature. For the purpose of comparing the compressible solution with the available full-scale data, both "hot" (free stream stagnation temperature) and "cold" (free stream static temperature) theoretical results are shown in Fig. 4.

The validity of the boundary layer equations in the free shear layer of a hypersonic, sharp-shou'dered body has recently been questioned by Kubota, <sup>18</sup> who points out that one effect of the shoulder expansion is the thickening of the separating boundary layer. This would result in appreciable transverse pressure variations, and adjustments to zero gradient boundary layer solutions would be required.

The assumption of the isentropic recompression on the dividing streamline has also received attention recently from Lees and Reeves.<sup>19</sup> They piece together a free shear layer recompression solution with an already known re-attachment velocity profile (obtained from shock wave-boundary layer-interaction theory).

-9-

Numerical solutions for pressure variations from the base to the inviscid value (downstream of the neck) have been obtained by this method. The solution method is essentially an integral one, and an "averaged" solution for the neck region is obtained. This approach is now being extended back to the base. Another effort to calculate the recompression region is that of Weiss<sup>20</sup> who uses a linearization of the equations of motion by expansion in Reynolds Number. S. Cheng<sup>21</sup> has investigated allowable streamline shapes around the stagnation point. It should also be noted here that Erdos and Pallone<sup>22</sup> have obtained a semi-empirical solution to the base flow geometry by extending well-known results of flow separation and re-attachment on flat plates with forward facing steps. While such solutions correlate the experimental data shown in Fig. 3, the physical basis for this extension is uncertain.

The importance of the recirculation region in determining the fluid dynamics and chemical composition of the near wake has been indicated by H. Cheng.<sup>23</sup> For a complete understanding of the mechanism which controls the steady-state base flow geometry, the role of the recirculation region appears to be crucial. King<sup>24</sup> has recently completed a rough theoretical calculation of heat transfer to the base with an "inviscid core" model of the recirculation region.

- 10 -

There are at least six laboratory experimental programs in connection with the determination of the neck enthalpy ratio. Basic information on the near wake velocity and pressure fields of twodimensional bodies have been obtained recently by Dewey<sup>15</sup> at a Mach number of 6.04 (GALCIT Tunnel) to check many of the theoretical assumptions described above. A laboratory experiment has been carried out by Muntz and Zempel<sup>26</sup> to determine the near wave density distribution with an electron beam technique. Relying on the Denison and Baum theory for the flow geometry and pressure field (and using the measured core density instead of the unknown core temperature), the neck enthalpy ratio for a  $7^{\circ}$  cone at M = 17.5 and Reynolds No. /inch =  $1.28 \times 10^5$  was estimated to be 0.13 - 0.18. The theoretical result for these conditions from Denison and Baum is like 0.40. The factor of two (2) difference in enthalpy ratio may be like orders of magnitude in terms of electron concentrations. A long-range program of aerodynamic testing of spheres and cones has been undertaken by Dayman<sup>27</sup> to study near wake properties over a range of free-stream conditions. Utilizing a free-flight technique to eliminate support interference problems, this series will attempt to supply much needed data on base pressures and heat transfer. Finally, Bogdonoff (Princeton) has a magnetic support

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for his hypersonic tunnel and can investigate base flow effects independent of body support problems. He is now proceeding with an experimental research program on the base region.

From this review it appears that three essential contributions are needed at this time:

- 1) an analysis which includes the effects of the recirculation region
- 2) an experimental determination of the degree of steadiness of the base region
- 3) an experimental determination of the base flow temperature distribution

At the high speeds encountered during orbital reentry, the hot gas becomes luminous and colors the base region and near wake. Thus, the flow field becomes colored as if by dye and the flow patterns could be observed by an observer fixed in the vehicle coordinates. The Mercury Astronauts were in a unique position to perform such observations. The Astronauts, of course, had many crucial tasks to perform in order to bring their capsules safely back to Earth (see Pilots Reports, Refs. 7-10 and Section IV). Thus, each of the Astronauts was not able to view the near wake over all of the reentry trajectory of his capsule. However, sufficient observation was possible to provide information of value.

- 12 -

#### III. DESCRIPTION OF THE MERCURY SPACECRAFT AND GENERAL TEST CONDITIONS

#### A. General Characteristics

The Mercury vehicles used for the four orbital flights were all of the same design and construction with some minor variations which will be mentioned later. Fig. 5 shows the general configuration of the spacecraft including the retropackage. Fig. 6 shows the makeup of the outer surface of the spacecraft in the reentry configuration (i. e., with the retropack jettisoned). The only ablating material is that of the heat shield, a glass fiber-phenolic resin composition. The antenna fairing, separated from the cylindrical section by a Vycor (fuzed quartz) spacer, forms a bicone antenna for VHF and HF voice communications during space flight. Fig. 7 shows the general operations sequence of the spacecraft from launch tc reentry. Note that the reentry angle is very shallow ( 1.5 - 2.0 degrees) so that the reentry g forces and heating rates are kept much lower than those which would be expected in a ballistic weapon reentry.

The retropack is jettisoned prior to reentry and the antenna fairing is jettisoned in order to deploy the parachutes. In the re-

- 13 -

entry configuration, the spacecraft weighs about 2650 lbs. and has a ballistic coefficient of about 40 lbs/ft<sup>2</sup>. Table I shows the actual reentry weight of each vehicle.

Т	A	B	L	E	I

	MA-6 Space- craft 13	MA-7 Space- craft 18	MA-8 Space- craft 16	MA-9 Space- craft 20
Reentry weight, pounds (approx)	2640	2630	2710	2640
Ballistic Coefficient (W/C <sub>d</sub> A) lbs/ít <sup>2</sup>	40.6	40.4	41.5	40.6

 $C_dA$  is approximately 65 ft<sup>2</sup> for the Mercury spacecraft.

The spacecraft is attached to the booster by means of an adapter ring and two umbilicals. The retropackage is held onto the heat shield by three equally-spaced umbilical straps, making five umbilical connections in all. These umbilicals and straps are released by explosive disconnects backed up by a mechanical disconnect. Note in Fig. 5 that the location of one of the holddown straps is such that if the strap for any reason "hangs up" on its connector to the spacecraft, it can be seen from the Astronaut's window. This actually occurred on two of the flights and was commented on by the Astronauts (see Sec. IV).

- 14 -

#### B. Window Properties

A periscope and window are available to the Astronaut for viewing his environment during the flight. In practice, the periscope was not used during reentry and all observations of the reentry phenomena were made through the window. Fig. 9 shows the construction of this window and typical fields of view. The window is made of four panels. The outer two are of Vycor Corning 7900 (essentially, fuzed quartz) and the inner two of tempered glass, Corning 1723. The transmission and polarization characteristics of the window at room temperature are shown in Fig. 10. At high temperatures (see Fig. 11) the transmission in the 2000-6000 Å range shows an increasing absorption at about 2300 Å due to the Si-O band and some small drop in transmission up to 5000 Å,\* At 3000°F, the transmittance in the Si-O band drops to 3-5%, while at the 6000  $\stackrel{o}{A}$  region the transmittance is hardly affected at all (i.e., 90-95%). Thus, window heating probably did not significantly affect the transmittance of the Mercury spacecraft window in the visible during reentry. Typical peak temperatures on the aft surfaces of the spacecraft were from 1800 - 2000°F.

\*High Temperature Transmission Studies of Window Materials for Project Fire, RAC 499-16, Republic Aviation Corp., 12 Mar 1963 by R. L. Rupp.

- 15 -

The nominal field of view to the rear of the spacecraft is diagrammed in Fig. 12. A one (1) degree depression angle for the eye-view toward the spacecraft roll axis is normally achieved. However, the Astronauts reported that at times they were able to see the axis of the vehicle as near as 20 feet out from the base. This calibration was obtained by observing the end of the deployed drogue chute line which was known to be 20 feet long. The geometry shows that raising the head so that the eye level is one inch higher than the nominal position increases the field of view downwards by another 2-3 degrees. Any angle of attack motion of the spacecraft aids in viewing the area of the near wake phenomena.

C. Materials

The materials used over the major part of the outer surface of the spacecraft (Fig. 6) are outlined in somewhat greater detail below:

1. Heat Shield - Fiberglass - phenolic resin. The temperature response of this material as measured in actual flight is shown in Fig. 13.

2. Window and antenna fairing spacer - Vycor Corning 7900. Composition of Corning 7900:\* SiO<sub>2</sub> 96.3% B<sub>2</sub>O<sub>3</sub> 2.9% Al<sub>2</sub>O<sub>3</sub> 0.4% Na<sub>2</sub>O and K<sub>2</sub>C less than 0.2%

\*Engineering Materials Handbook, Mantell, McGraw-Hill, 1958

- 16 -

3. Cone and antenna fairing - René 41, a nickel-based alloy. Composition of René 41:\* Ni 50-58%

41:*	Ni	50-58%	
	Cr	18-20%	
	Co	10-12%	
	Мо	9-10.5%	
	<b>΄Γi</b> -	3-3.3%	
	Al	1.5-1.8%	
	Fe	1-2%	
	С	0.06-0.12%	
	В	001%	

- 4. Conical section beryllium shingle sections. These are identified in NASA reports as beryllium shingles but they probably contain small amounts of copper for strength (ref. Astronaut Schirra's comments in his Pilot's Report, Sec. IV C2).
- D. Special Conditions

Various special conditions pertain to each of the four orbital Mercury spacecraft flights. These are outlined below and are to be kept in mind when interpreting the data presented in Sections IV and V.

1. MA-6 (3 orbits). John H. Glenn, Astronaut - Pilot.

- a. Launching: First attempt cancelled due to adverse weather on 27 January 1962. Second countdown began 11:30 p.m. est, 19 February 1962. Lift-off occurred at 9:47 a.m. on 20 February 1962.
- b. Reentry: Due to a faulty switch operation indicating that the heat shield might be loose, the retropack was left attached to the spacecraft during reentry and was allowed to ablate off.

\*ARDC TR 59-66, "Air Weapons Materials Applications Handbook"

- 17 -

2.	MA-7	(3 orbits). M.	Scott Carpenter, Astronaut - Pilot.
	a.	Launching:	Countdown started at 11:00 p.m. est, 23 May 1962. Lift-off occurred at 7:45 a.m. est, 24 May 1962.
	ь.	Reentry:	Normal
3.	MA-8	(6 orbits). Wa	lter M. Schirra, Astronaut - Pilot.
	a,	Launching:	Very smooth countdown with mini- mum exposure of spacecraft to salt air environment. Lift-off at 7:15 a.m. est, 3 October 1962.
	b.	Special Materials:	Special test materials were located on the conical aft section to deter- mine their resistance to reentry heating effects. A total of eight types of ablation material in nine different configurations were bended to the exterior surface of nine of the twelve conic section beryllium shingles. No delamination of these samples from the shingles was found uponcovery.
	c.	Reentry:	Normal.
4.	MA-9	(22 orbits). 1	L. Gordon Cooper, Astronaut - Pilot.
	a.	Launching:	Initial attempt on morning of 14 May 1963 failed due to gantry power generator malfunction. Countdown started again at 12:00 p.m. est, 14 May 1963, with lift-off at 8:04 a.m. est, 15 May 1963.
	Ъ.	Reentry:	Astronaut had to fly spacecraft through reentry manually. Only one of the five umbilical explosive dis- connects functioned. Others were mechanically released and squibs remained attached to the spacecraft shoulder during reentry.

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#### IV. DETAILED REENTRY OBSERVATIONS AND DATA

The date pertinent to the near wake obtained during the 18 October 1963 conference with the Astronauts and from the Mercury flight test reports are outlined in this section. For each reentry there is listed the visual reentry events noticed, correlated to time after launch, altitude and velocity. The sources of information are the tape transcripts of the pilots' recorded comments during reentry as published in the Manned Orbital Space Flight reports (Refs. 7-10) and the comments made during the October 1963 conference.

In the tables which follow, the times given in the pilots' recorded comments mark the <u>start</u> of the comment. The Astronaut may not have spoken continuously until the next time mark. The time correlated values of altitude, velocity and acceleration are shown next. Relevant extracts of the pilot's in-flight communication follow. Comments from the conference are given in the last column. Two sketches of the reentry fireball effect made at the conference by the Astronauts are shown in Figs. 17 and 24. Finally, following each table, pertinent excerpts from the Astronaut-Pilots! postflight report are given (Refs. 7-10).

- 19 -

# d Orbital Space Flight (MA-6)

ital space flight, MA-6, took place on February 200k place on February 20, 1962, at 09:47:39 e.s.t.

9

was the Astronaut-Pilot. The flight was for thre The flight was for three orbits with recovery in the Atlantic. e Pilot's Report, <sup>7</sup> the conditions for this reentry whitions for this reentry were unusual in that the retropack was

vent	Pilot's Recorded Comments <sup>7</sup>	Pilot's Recorded Comments <sup>7</sup>	Comments from Conference
	(C-communicator) (P-pilot)	(C-communicator) (P-pilot)	4
	C-Estimating 0.05g at P-Roger C-You override 0.05g a	C-Estimating 0.05g at 04 44 P-Roger C-You override 0.05g at that	
	time. P-Roger, Friendship E	time, P-Roger, Friendship Seven,	
	I'm on straight manu	F-1015 IS Friendsnip Seven. I'm on straight manual con-	
	trol at present time, was, still kicking in	trol at present time. This was, still kicking in and out	
	of orientation mode,	of orientation mode, mainly	
	in yaw following retr	in yaw following retrofire,	
	now. I'll back it up.	so I am on straight manual now. I'll back it up	
	Con reentry	Con reentry	A hissing noise was first heard
			like fine sand or lightly rubbing
	P-Say again.	P-Say again.	fingers on paper. Visor was
	C-Standoy. P_This is Friendshin Sa	C-Standby. P-This is Prisadakin Sama	open during reentry. Started
	Goine to fly-by-wire	Coinc to flu-bu-wise	at pernaps tou, uu It, As
	I'm down to about 15%	I'm down to about 15%	up of color, predominantly
	on manual.	on manual.	orange, was noticed. Dieces
	C-Roger. You're going	C+Roger. You're going to	came off, from small points
	use fly-by-wire for r	use fly-by-wire for re-	to big chunks. The hissing
	entry and we recomm	entry and we recommend	noise seemed to die out.
	that you do the best y	that you do the best you can	
	to keep a zero angle	to keep a zero angle during	
	reentry. Over.	reentry. Over.	
	-20-	-20-	

-20-

st Manned O	unned orbital	denn, Jr, w	t from the F	heat shield.	evenus and c	Velocity kft/sec		24.2	24. 4
ry from Fir	irst U. S. ma	el John H. C	in the extrac	ed over the	ranscript of	Altitude ft		340, 000	330, 000
A. Reent	The fi	Lt. Colon	As noted i	left attach	•	Time	04 41 13 04 41 19 04 41 21 04 41 21 04 41 29 04 41 31	04 41 43 04 41 43 04 41 44 04 41 45 04 41 48 04 41 51	04 41 58

Time	Altitude ft	Velocity kft/sec	Event	Pilot's Recorded Comments <sup>7</sup>	Pilot's Recordeú Comments7	Comments from Conference
04 42 07				P-Roger. Friendship Seven.	Roger. Friendship Seven.	
04 42 11				P-This is Friendship Seven.	This it Friendship Seven.	
				I'm on Ily-by-wire, back it	I'm on Ily-by-wire, back it	
04 42 16				up with manual, Over, CRoger, understand	IP WITH MANUAL, UVET.	
04 42 27				C-Seven. this is Cape. The	Seven this is Cane The	
				weather in the recovery	weather in the recovery	
				area is excellent, 3-ft	trea is excellent, 3-ft	
				waves, only one-tenth cloud	d waves, only one-tenth cloud	
				coverage, 10 miles visibilit	t toverage, 10 miles visibility.	
04 42 37				<b>P-Roger.</b> Friendship Seven.	Roger. Friendship Seven.	
04 42 45				C-Seven, this is Cape. Over	Seven, this is Cape. Over	
04 42 47				P-Go ahead, Cape, you're	Jo ahead, Cape, you're	
04 4 50			Ammune atome	greund, you are going out.	fround, you are going out.	
00 71 10			Apparent start of blackout.	C- We recommend that you	We recommend that you	
04 43 14	295,000	24.4		P-This is Friendship Seven.	This is Friendship Seven.	
				I think the pack just let go.	I think the pack just let go.	The color was very bright whe
04 43 37	280,000	24.4		P-This is Friendship Seven.	This is Friendship Seven.	pieces let go, the flow funneled
				A real fireball outside.	A real fireball outside.	back. A fireball formed and
04 44	270,000	24	0.05 g			seemed to be at a focus for the
04 44 18				P-Hello, Cape. Friendship	Hello, Cape. Friendship	flow of pieces. It was a solid
				Seven. Over.	Seven. Over.	ball and brighter at the center.
04 45 16				P-Hello, Cape. Friendship	Hello, Cape. Friendship	Estimated to be 50 ft or so bac
				Seven. Over.	jeven. Over.	about 4 ft diameter with a
04 45 4I				P-Hello, Cape. Friendship	fello, Cape. Friendship	brighter center perhaps 1 ft in
				Seven. Do you receive?	Seven. Do you receive?	diameter. 20 Fireball rotated
1 46 17	200 000	0 01		D Ualla Canada Editada Edita	Wer.	with vehicle spin rate. One of
IT OF TO	500° 000	17.0		r-reuro, Cape, r Hendsnip Seven. Do vou receive?	Seven Do von receive?	the straps holding the retro-
				Over.	Over.	across the window This hund
04 47 12	130,000	9.0	peak g			there for some time. It first
04 47 15				C How do you read? Over.	How do you read? Over.	began to heat at the tip of the
04 47 16				P-Loud and clear; how me?	Joud and clear; how me?	free end. The glow or burning
04 47 19				C-Roger, reading you loud and	d Roger, reading ycu loud and	then spread all over. Finally
				clear. How are you doing ?	lear. How are you doing?	the strap broke off and drifted
04 47 22				P-Oh, pretty good.	Th. pretty good.	behind, burning, into the wake.
04 47 26				C-Roger. Your impact point	Roger. Your impact point	
				is within I mile of the up-	s within I mile of the up-	
				range destroyer.	range destroyer.	
						4 4
		•	ł	-21-	4	

ISTAAL INTERNAL

P-Roger. C Over.		•
C Over.	.1230	
	. Over	The firehall anneared like a long
P. Roger.	00 P.T.	bright colinder, the near and of
C-This is Cape, estimating	his is Cape. estimating	which looked like a ball. There
04 50. Over.	4 50. Over.	was no jitter or rapid motion of
P-Roger, 04 50.	oger, 04 50.	the ball but it would move cor-
P-Okay, we're through the	kay, we're through the	responding to vehicle attitude
peak g now.	eak g now.	and roll. As it faded, the center
C-Seven, this is Cape. What's	even, this is Cape. What's	faded first. It was essentially
your general condition?	our general condition?	gone by peak g time.
Are you feeling pretty well?	re you feeling pretty well?	
P-My condition is good, but	y condition is good, but	
that was a real fireball, boy.	at was a real fireball, boy.	
P-I had great chunks of that	had great chunks of that	ы И
retropack breaking off all	stropack breaking off all	
the way through.	e way through.	
C-Very good; it aid break off,	ery good; it did break off,	
is that correct?	that correct?	
P-Roger. Altimeter off the	oger. Altimeter off the	
peg indicating 80,000.	eg indicating 80,000.	
C-Roger, reading you loud	oger, reading you loud	
and clear.	nd clear.	
P-Roger.	oger.	
C-Seven, this is Cape. You're	even, this is Cape. You're	
will be within I mile of	will be within I mile of	
the uprange destroyer. Re-	e uprange destroyer. Re-	
covery weather is very good.	ery weather is very good.	
Over.	ver.	÷
P-Roger, understand. 55,000,	oger, understand. 55,000,	
standby, MARK.	andby, MARK.	
P-I'm getting all kinds of con-	m getting all kinds of con-	Glenn notes that these condensa-
trails and stuff outside out	ails and stuff outside out	tion trails were similar to those
here	ire.	created by aircraft at high altitude.
C-Roger. Say again your	oger. Say again your	
altitude, please. You were	titude, please. You were	
broken up.	oken up.	
P-45,000.	· 000.	

-22-

Event

Velocity kft/sec	2.6				
Altitude ft	00 <b>0 '</b> 06			45,000	
Time	04 47 30 04 47 31 04 47 31 04 47 32 04 47 44 04 47 49 04 47 49	04 47 51 04 47 55 04 48 01	04 48 04 04 48 07 04 48 11 04 48 13 04 48 19	04 48 26 04 48 27 04 48 42 04 48 45	
	μ	8		· r	1

2. Extract from Pilot's Report.

"After having turned around on the last orbit to see the particles, I maneuvered into the correct atiltude for firing the retrorockets and stowed the equipment in the ditty bag.... I received a countdown from the ground and the retrorockets were fired on schedule just off the California coast.

"I could hear each rocket fire and could feel the surge as the rockets slowed the spacecraft. Coming out of zero-g condition, the retrorocket firing produced the sensation that I was accelerating back toward Hawaii. This sensation, of course, was an illusion.

"Following retrofire the decision was made to have me reenter with the retropackage still on because of the uncertainty as to whether the landing bag had been extended. This decision required me to perform manually a number of the operations which are normally automatically programed during the reentry. These maneuvers I accomptished. I brought the spacecraft to the proper attitude for reentry under manual control. The periscope was retracted by pumping the manual retraction lever.

"As decleration began to increase I could hear a hissing noise that sounded like small particles brushing against the spacecraft.

"Due to ionization around the spacecraft, communications were lost. This had occurred on earlier missions and was experienced now on the predicted schedule. As the heat pulse started there was a noise and a bump on the spacecraft. I saw one of the straps that holds the retrorocket package swing in front of the window.

"The heat pulse increased until I could see a glowing orange color through the window. Flaming pieces wore breaking off and flying past the spacecraft window. At the time, these observations were of some concern to me because I was not sure what they were. I had assumed that the retropack had been jettisoned when I saw the strap in front of the window. I thought these flaming pieces might be parts of the heat shield breaking off. We know now, of course, that the pieces were from the retropack. "There was no doubt when the heat pulse occurred during reentry but it takes time for the heat to soak into the spacecraft and heat the air. I did not feel particularly hot until we were getting down to about 75,000 to 80,000 feet. From there on down I was uncomfortably warm, and by the time the main parachute was out I was perspiring profusely.

"The reentry deceleration of 7.7 g was as expected and was similar to that experienced in centrifuge runs. There had been some question as to whether our ability to tolerate acceleration might be worse because of the 4-1/2 hours of weightlessness, but I could note no difference between my feeling of deceleration on this flight and my training sessions in the centrifuge.

"After peak deceleration, the amplitude of the spacecraft oscillations began to build. I kept them under control on the manual and fly-by-wire systems until I ran out of manual fuel. After that point, I was unknowingly left with only the fly-by-wire system and the oscillations increased; so I switched to auxiliary damping, which controlled the spacecraft until the automatic fuel was also expended. I was reaching for the switch to deploy the drogue parachute early in order to reduce these reentry oscillations, when it was deployed automatically. The drogue parachute stabilized the spacecraft rapidly."

## I Space Flight (MA-7)

MA-7, was conducted on May 24, 1962, with lauday 24, 1962, with launch 24 07:45:16 a.m., e.s.t.

was the Astronaut-Pilot. The flight was for three e flight was for three orbits with recovery in the

## mentary;<sup>8</sup>

Last communica- tion from range station (apparent blackout after this). P-Roger. Lou P-I don't have yet. I'll pu I begin to g' p-I only was r on the accel Okay, here Indicated 0. 05 g on the got the Indicated 0. 05 g on published on published traiectory. Out now. G	Seven, Cap Com. still read?		
blackout atter this).P-Roger.LotP-I don't have yet.P-I don't have yet.Il puPilot gets 0.05P-I only was r on the accel Okay, hereOkay, here out the got the out now.		'a Seven, Cap Com. u still read?	First heard hissing, li or fingers lightly rubb paper. The first thoug
Pilot gets 0.05P-I only was rg light.on the accelOkay, hereOkay, hereIndicated 0.05 gP-I ve got theon publishedI assume wetrajectory.out now. G	Loud and clear. ave a roll rate in l put some in when	. Loud and clear. t have a roll rate in TII put some in when	that the heat shield wa gassing. Must have st above 400,000 ft.
Indicated 0.05 g P-I've got the on published I assume we trajectory. out now. G	o get the g buildup. as reading 0.5 g's ccelerometer.	n to get the g buildup. was reading 0.5 g's accelerometer.	An initial increase in t level" was seen before general fireball phenor
try. There thing tearin P-Okay. I'm rate at this P-Going to Au P-I hope we ha I get the ora this time. P-Bright orany p-Picking up j acceleration P-Vot much gl little. Read Aux Damp s doing well. holds out. Getting a fey	the orange glow. e we're in black- Gus, give me a ere goes some- ring away. "m setting in a rol his time. Aux Damp. e have enough fuel. orange glow at orange glow at in glow; just a tion now. h glow; just a tion now. h glow; just a tion now. h glow just a tion seems to be the streamers of there's lig.	ot the orange glow. me we're in black- w. Gus, give me a There goes some- tearing away. Tm setting in a roll t his time. to Aux Damp. we have enough fuel. to Aux Damp. to Aux	A suggestion of orange whitish glow. Note Fig the pilot's sketch of the ball effect. A yellow d was seen. The backgr side and outside the do looked about the same. steady wake with no mo other than that corresp to vehicle attitude. Tr converged through the nut. It appeared as the were looking back into hot, orange, radiating ''necking down'' motion noted. The doughnut w haps 150 ft back assumi 7 ft diameter hole in th rut. The glcw decreas peak g approached. Th

ike steam ing over ght was s outtarted

the "haze mena. the

hing a 6 or he dough-sed as wists into round inie smoke a pipe of doughnut ough one as pergas. A in this g. 17, le firedoughponding acers otion was ¥



ital S	ht, N	r wa		mme		La tion sta bla	Pill <sup>80</sup>	Ind on tra				
Manned Orb	d orbital flig	ott Carpente		events and co	Velocity kft/sec	24.4	24.4	24.4		24.4	23.6	
y of Second	cond manne	under M. Sc		anscript of e	Altitude ft	317, 000	305, 000	295, 000		275,000	242,000	
B, Reentr	The se	Lt. Commi	Atlantic.	l. Tr	Time	04 43 40 04 43 42, 5 04 43 52	04 44 07.5	04 44 28.5	04 44 52.5	04 45 06 04 45 13.5	04 45 30.5 04 45 43.5 04 46 17.5	

Pilot's Recorded Comments<sup>8</sup>

Pilot's Recorded Comments<sup>8</sup>

coming off. Almost looked like it came off the tower. 1-1/2 g's now. There was to be keeping oscillations well. Aux Damp seems >-Reentry is going pretty We're at a large flaming piece '-Oh, I hope not. pretty good. coming off. Almost looked l-1/2 g's now. There was like it came off the tower. to be keeping oscillations

well. Aux Damp seems

pretty good. We're at

a large flaming piece

P-Reentry is going pretty

at 6.5 g's. Rates are holding rate. Still peaked at 6.8 g's. glow -- the sky behind. Auto 2-Okay. We're reading 3 g's, I don't think I'm oscillating fuel still reads 14 (percent) to within 1-1/2 degrees per 14 (percent) auto fuel; back time. Reading now 4 g's. second indicating about 10 think we'll have to let the appeared now. We're off The orange glow has diså rolling right around that reentry damping go this going okay. The rate's degrees per second roll peak g. Still indicating appears to be handling. The reentry seems to too rouch; seem to be there that Aux Damp

rate of descent is coming down, is off the peg. 100 (1,000) ft., altimeter off the peg. Cape, do you read yet? Altimeter cabin pressure is--cabin to 5 g's. .-And I'm standing by for

Conference

Comments from

The green flashes seemed to rise the orange glow about the window. vertically in front . The window same configuration as the fire-"tower") and was brigi 'er than (see Fig. 17) and were not the section of the spacecraft (the ball. The flashes seemed to come from the cylindrical

glowed. The glow disappeared One such piece, recognized as (see Fig. 17), then was picked after peak g's. In general, it the capsule for a few seconds The parts all a strap, "floated" in back of was not as bright as was exmove back with surprisingly up by the wake. Many particles and parts seemed to pected after John Glenn's low velocities. report.

-26-

-26-

rate of descent is coming dow

is off the peg. 100 (1,000) ft

altimeter off the peg. Cape, do you read yet? Altimeter

P-And I'm standing by for

to 5 g's.

14 (percent) auto fuel; back

appeared now. We're off

peak g. Still indicating

The orange glow has dis-



### 90,000 04 49 18.5

rate. Still peaked at b.8 g's

at 6.5 g's. Rates are holdir

to within 1-1/2 degrees per

second indicating about 10

degrees per second roll

glow -- the sky behind. Auto

rolling right around that

too much; seem to be

I don't think I'm oscillating

appears be handling.

there that Aux Damp

fuel still reads 14 (percent)

## 190,000 04 47 36.5 04 47 47

18.6

P-Okay. We're reading 3 g's,

P-Oh, I hope not.

think we'll have to let the

time. Reading now 4  $\boldsymbol{\beta}^{\text{t}}$  s.

reentry camping go this

The reentry seems to be

The rate's

going okay.

04 47 02.5

Velocity	kft/sec
Altitude	H
	Time

Event	Pilot's Recorded	Pilot's Recorded	Comments from
	Comments <sup>8</sup>	Comments <sup>3</sup>	Conference
1	pressure is holding okay. Still losing a few streamin No, that's shock waves. Smoke pouring out behind. Getting ready for the drog at 45 (1,000 ft). P-Oscillations are pretty go I think ASCS has given up ghost at this point. Emer gency drogue fuse switch i	essure is holding okay. ), that's shock waves. ), the drogue of the drogue ), think ASCS has given up the ), ost at this point. Emer- ), ency drogue fuse switch is	
iarbled communi-	on.	••••	On final descent, spacecr
ation,	C?		went through some clouds

A for the second second

On final descent, spacecraft went through some clouds and noticed an effect similar to the reentry flow of gases into the "fireball" behind the vehicle.

ŀ



#### 2. Extract from Pilot's Report.<sup>8</sup>

"Retropack jettison and the retraction of the periscope occurred on time. At this time, I noticed my appalling fuel state and realized that I had controlled retrofire on both the manual and fly-by-wire systems. I tried both the manual and the rate-command control modes and got no response. The fuel gage was reading about 6 percent, but the fuel tank was empty. This left me with 15 percent on the automatic system to last out the 10 minutes to 0.05 g and to control the reentry. I used it sparingly, trying to keep the horizon in the window so that I would have a correct attitude reference. I stayed on fly-by-wire until 0.05 g. At 0.05 g I think I still had a reading of about 15 percent on the automatic fuel gage. I used the window for attitude reference during reentry because of the difficulty I had experienced with the attitude displays prior to retrofire.

"I began to hear the hissing outside the spacecraft that John Glenn had described. The spacecraft was alined within 3° or 4° in pitch and yaw at the start of the reentry period. I feel that it would have reentered properly without any attitude control. The gradual increase of aerodynamic forces during the reentry appeared to be sufficient to aline the spacecraft properly. Very shortly after 0.05 g, I began to pick up oscillations on the pitch and yaw rate needles. These oscillations seemed about the same as those experienced in some of the trainer runs. From this I decided that the spacecraft was in a good reentry attitude, and I selected the auxiliary damping control mode.

"I watched both the rate indicator and the window during this period, because I was beginning to see the reentry glow. I could see a few flaming pieces falling off the spacecraft. I also saw a long rectangular strap going off in the distance. The window did not light up to the extent that John Glenn reported. I did not see a fiery glow prior to peak acceleration.

"I noted one unexpected thing during the heat pulse. I was looking for the orange glow and noticed instead a light green glow that seemed to be coming from the cylindrical section of the spacecraft. It made me feel that the trim angle was not right and that some of the surface of the recovery compartment might be overheating.

-28-

However, the fact that the rates were oscillating evenly strengthened my conviction that the spacecraft was at a good trim angle. The green glow was brighter than the oran e glow around the window.

"At peak acceleration, oscillations in rate were nearly imperceptible, since the auxiliary damping was doing very well. The period of peak acceleration was much longer than I had expected. I noticed that I had to breathe a little more forcefully in order to say normal sentences."

A state of the sta

Pacific. It should be noted that the flight of MA-8 went with particular smoothness. r smoothness. In the words of the Astronaut -

Lt. Commander Walter M. Schirra, Jr. was the Astronaut. Pilot. The flight was for a flight was for aix orbits with recovery in the it was a textbook flight. Thus, the spacecraft had very little exposure to salt air prost to salt air prior to launch and the Astronaut-The third manned orbital flight, MA~8, was conducted on 30 October 1962 with leader 1962 with launch at 7:15 a.m., e.s.t. Pilot had more time and attention to devote to observations during reentry. C. Reentry from Third Manned Orbital Space Flight (MA-8) 1. Transcript of events and co Velocity kft/sec 24.4 24.4 -24. 24.4 310,000 Altitude 315,000 285,000 295, 000 £ 09 00 43 09 00 53 09 01 38 09 01 19 09 00 40 Time

Event Last message before blackout. Ground reports telemetry loss.	Pillot's Recorded Comments? C- Wally, by the way, how you feel? All your systroy okay at this time? P-Oh, they're beautifulv good. Every control mc has worked perfectly. C-Lost you on T/M. P-I have selected aux dam and rate command at thi The window is almost cu.	Recorded ments 9 the way, how do All your systems is time ? is time ? is time? is to autiful very or y control mode d perfectly. n T/M. n T/M.	Conference Did not hear the hissing sound,
0.05 g	pletely occluded. It would be impossible to see out it at this point. P-I'm seeing things come but I can't see them very clearly. There we go in 0.05, a green. I am hal- off at this point. In rate command, in aux damp. And I have a roll rate started. A slight pitch rate, not bad at all. I can see out the window for some strange reason at last. There goes another spiral like looki device. I will give anoth blood pressure at this po	w is almost com- luded. It would oint. It would oint. things come off, see them very here we go into een. I am hands point. In rate in aux damp. a roll rate in aux damp. a roll rate in aux damp. the window trange reason irral like looking will give another sure at this point,	This occlusion was doubtless due to an oblique from the sun scattering from the window surface. Such scattering was also noted during orbital flight. Parts first seemed to go straight back and later to ex- hibit a sort of "necking down" path. The long spiral looking device was a retro hold-down strap. This sat in the stag- nation region for a second or so, 10 or 15 feet out from the window; it was hot with whitish particles spreading out.


ſ	Pilot's Recorded	t's Recorded
Event	comments	e în armin
	subsequent to 0.05 g. All	quent to 0.05 g. All
	rates are very nominal.	are very nominal.
	Rate command is working	command is working
	quite well I would say.	well I would say.
	P-Going back into g-field.	back into g-field.
	And the attitude looks very	ie attitude looks very
	stable. I'm rolling right	. I'm rolling right
	around the horizon. Im	d the norizon. I'm
	going to stop my blood	to stop my blood
	pressure at this timeand	are at this timeand
	sit back here and regroup.	ck here and regroup.
	I can see the ion layer.	see the ion layer.
	I'm inverted a' this time.	verted at this time.
	<b>P-Attitudes are controlling</b>	les are controlling
	very well. Seems to be	vell. Seems to be
	plenty of manual fuel. Pm	of manual fuel. I'm
	still at 72 percent. Defi-	t 72 percent. Defi-
	nitely has a cyclic rate in	has a cyclic rate in
	pitch at this point. Yaw	it this point. Yaw
	is fairly stiff; g is building	'ly stiff; g is building
	up. Capsule is quite	apsule is quite
	stable. There is a green	. There is a green
	flow and looks like orange	and looks like orange
	streaks every once in a	s every once in a
	while. RSCS is doing	RSCS is doing
	very well on reentry.	fell on reentry.
	Rather unusual slow roll.	: unusual slow roll.
	Building up to 2 g's. I	ng up to 2 g's. I
	have plenty of fuel in rate	lenty of fuel in rate
	command. Seeing sparkles	and. Seeing sparkles
	coming by now. A definite	3 by now. A definite
	green glow, like a limeade:	glow, like a limeade;
	g's building up. Oscilla-	Iding up. Oscilia-
	tions are very good at this	re very good at this
	point. About 3 g.	About 3 g.
	P-Still in a relatively hori-	i a relatively hori-
	zontal attitude. Rate com-	attitude. Rate com-
	mand working well. Glad	working well. Glad
	she's holding. Doing very	lolding. Doing very
	well. Coming up to 5-1/2(g)	Coming up to 5-1/2(g)
	Rate command still holding,	ommand still holding,

ling. Doing very ming up to 5-1/2(g). ity of fuel in rate l. Seeing sparkles y now. A definite looks like orange v, like a limeade; manual fuel. I'm ttitude looks very at this time--and tiff; g is building tude. Rate comere and regroup. very good at this king well. Glad elatively horibout 3 g.

The ion layer referred to was a hazy whitish glow. Thought that it might be a bow shock effect.

Comments from Conference

The green flow appeared as though a doughnut -- you could see through the center (see Fig. 17). The green glow was like burner flame, about 10-20 feet one were looking up a Bunsen long.

Most of the color was gone when 5 g was reached.

Velocity kft/sec	23.9	23.3	∞ ∞
Altitude ft	243, 000	225, 000	177,000
Time	09 02 44	09 03 14	09 04 18

а I

Event	Pilot's Recorded Comments <sup>9</sup>	ilot's Recorded Comments <sup>9</sup>	Comments from Conference
	fuel is still 70 (percent), seems low. Coming up to 6-1/2(g), 7 g's. Coming u to 8g. Rate command holding. Taking a pretty big yaw out. Not too bad. I have it pretty well. Manual (fuel) is 60 per- cent. She's flying it very well.	<pre>1 is still 70 (percent), ms low. Coming up to 2(g), 7 g's. Coming up g. Rate command ling. Taking a pretty yaw out. Not too bad, ve it pretty well. ual (fuel) is 60 per- it. She's flying it very</pre>	
Apparent end of blackout.	<ul> <li>P-Coming off. Peak-g was an indicated 7-1/2(g).</li> <li>C-I read you weak. How do you read?</li> <li>P-Roger. Read you well, loud and clear. I still hav</li> </ul>	ning off. Peak-g was ndicated 7-1/2(g). ad you weak. How do read? er. Read you well,	
	about 3 g on. Capsule per forming very well. Rate command holding pretty well. Altimeter off the peg. Attitudes holding very well.	- it 3 g on. Capsule per- ning very well. Rate mand holding pretty I. Altimeter off the Attitudes holding v well.	a a

After landing, it was noted that the window was covered by a clear bubbly deposit. This rubbed off in the water when one of the swimmers brushed against the window.

-32-



#### 2. Extract from Pilot's Report. 9

"The beginning of the actual entry into the sensible atmosphere, with the attendant cues, was a very thrilling experience. Because my vision was somewhat obscured by perspiration on the inside surface of the visor, the cue for occurrence of the important event, 0.05 g, was my visual sensing of the roll rate that was automatically induced by the control system rather than by the 0.05 g event light on the panel. The spacecraft with a roll rate is something you jusc cannot effectively visualize in your mind. It is a very nice series of slow rolls, and you really feel as if you are back in the old fighter seat, just playing games. Looking out at the sky and at the surface of the earth which was starting to brighten up, I observed that the roll pattern was very flow and deliberate. You could integrate your attitude out of this very easily, and I knew that the spacecraft was as stable as an airplane.

"As the acceleration buildup began, I could see external cues which were of great interest. I missed the hissing that John Glenn and Scott Carpenter described, possibly because I was concentrating so much on how the RSCS system was performing....

"I did see the green glow from the cylindrical section. It was a very pretty color, probably best described as a shade similar to limeade (a little green and chartreuse mixed together). This shade included a slightly stronger yellow cast than I had anticipated from earlier descriptions. One opinion which was ventured that might explain the green-yellow color is the copper treatment on the beryllium shingles. In fact, burning copper in a Bunsen burner flame is a good approximation to the effect that I saw. I did not see any distinctive color differences resulting from the different ablation panels that had been bonded to the beryllium shingles. There were no variances in color, such as a chromatic or a rainbow effect.

"The altimeter came off the peg very nicely. I manually deployed the drogue parachuse at 40,000 feet. There was a definite strong thrumming accompanied by the drogue deployment, somewhat like being on a bumpy road.... The window definitely was further occluded during reentry."

-33-

# **BLANK PAGE**

# bital Space Flight (MA-9)

flight, MA-9, was launched at 8:04:13 a.m., e. 8:04:13 a.m., e.s.t. on May 15, 1963.

Astronaut-Pilot. The flight lasted for 22 orbit: sted for 22 orbits with recovery in the Pacific. tic reentry modes, the Astronaut had to fly the sut had to fly the spacecraft manually and therein his sketch, shown in Fig. 24, of the reentry 4, of the reentry phenomena and the conference phenomena verbally during the reentry process. reentry process. He nevertheless obtained a

mentary:<sup>10</sup>

C-It's been Gordo, J way. Ha will you? P-Roger, J C-Faith Sev P-Roger, C C-ASCS 0.0	a real fine flight. Real beautiful all F ve a cool reentry. ohn. Thank you c ren, CSQ.	a real fine flight, keal beautiful all the	
Gordo. J way. Ha will you? P-Roger, J C-Faith Sev P-Roger, C C-ASCS 0.0	Real beautiful all F ve a cool reentry ohn. Thank you c ren, CSQ.	ceal beautiful all the	
way. Ha will you? P-Roger, J C-Faith Sev P-Roger, C C-ASCS 0.0	ve a cool reentry y ohn. Thank you c ren, CSQ.		
P-Roger, J C-Faith Sev P-Roger, C C-ASCS 0.0	ohn. Thank you c ren, CSQ.	/e a cool reentry,	
C-Faith Sev P-Roger, C C-ASCS 0.0	ren, CSQ.	ohn. Thank you.	
P-Roger, C C-ASCS 0.0 the off no	so.	en, CSQ.	
C-ASCS 0.0		so.	
the off no	5 g switch fuse 2	5 g switch fuse to	
nd TTA ATT	sition Over.	sition Over.	
P-Roger. (	0.05 g switch fue ()	.05 g switch fuse to	
the off po	sition.	sition.	
C-Roger.			
P-Roger.			Did not notice the hissing
C-Faith Sev	en, Faith Seven, e	en, Faith Seven,	noise. had his visov chose d
Faith Sev	en, this is RTK, e	en, this is RTK,	
M and O	(Maintenance and (	Maintenance and	The umbilical souths did
Ope ratio	ns). How copy? n	s). How copy?	not blow off on this vehicle
P-Roger, F	aith Seven. a	tith Seven.	and they all hung on during
Reading y	you loud and clean	ou loud and clear.	reentry.
C-Poger, R	TKhere. Ihaw:	IK here. I have	
landing a.	rea weather for r	ea weather for	
you. Rea	dv to conv?	dy to com?	



<ul> <li>D. <u>Reentry from Fourth Manned Or</u></li> <li>The fourth manned orbital space</li> <li>Capt. L. Gordon Cooper, Jr. was the</li> </ul>	Due to the complete failure of automa fore had little time to record reentry clear picture of the event as revealed comments.	Time ft kft/sec 34 02 49	34       02       55         34       03       24         34       03       28         34       03       28         34       03       28         34       03       28         34       03       33         34       03       33         34       03       33         34       03       33         34       03       33         34       03       37         34       08       2         34       08       2         34       08       2	34 08 27 34 08 30	
	1			17 N	

Comments from Conference	First noted a faint shiny glow	of orangy color - no objects	in view (i.e., parts). Then	got the appearance of a wake	with converging flow.	The color intensity increased	and the fireball formed (see	Fig. 24). Seemed to be a	uniform steady ball, moving	with attitude of the vehicle.	The color of the fireball was	the same as the surrounding	flowonly more intense. A	"necking down" of the flow	noted. A retropack strap	hung across the window for a	while - waving. The loose end	got hot first, glowing orange,	then white. Glowing crept up	to hinge and strap finally	broke loose, burning, floated	in view for a few seconds and	then picked up speed as it	was taken through the neck	by the flow.	The firehall died away hy	neak a Ganerally and un	able to lifestit the best from	the event. The slow relative	velocity of the parts and	straps was surprising.
s Recorded mments <sup>10</sup>																															
Pilot's Recorded Comments <sup>10</sup>	P-Roger.																														
Event					0.05 g																										

-35-

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Velocity kft/sec	
Altitude ft	
Time	34 06 34

34 09 19

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2. Extract from the Pilot's Report. 10

"After retrofire, there is a period of several minutes prior to the start of reentry (0.05 g). As you approach 0.05 g, the spacecraft control becomes sluggish and feels as though it wants to start reentry.

"As in the retrofire case, all of us knew that we could reenter on manual control. However, the flight plans generally called for autopilot control during reentry. Nevertheless anomalies of system function resulted in partial manual control in all but Wally's flight. I used manual proportional control on MA-9 since I had lost the ASCS and standby inverters during the 20th orbital pass. The reentry worked out very successfully and showed again that the pilot can accomplish this control task very adequately.

"I found that the oscillations of the spacecraft were not difficult to damp until I descended to an altitude of approximately 95,000 feet. At this point, the amplitude of spacecraft motions increased as they normally do and it took a substantial increase of control inputs to keep within comfortable limits. The oscillation became more severe at approximately 50,000 feet, but I deployed the drogue parachute at 42,000 feet, as planned, and the spacecraft was quickly stabilized.

"The g-forces are more sustained on reentry than on launch but are still easily tolerable.

"During reentry there was no uncomfortable increase in cabin temperature. If the pilot is performing a manual reentry, he will be perspiring profusely when landing, but mostly because of the work load rather than the increased temperature."

#### V. CONCLUSIONS AND DISCUSSION

The visual effects of atmospheric reentry were first noticed by the Mercury Astronauts at a very high altitude (above 300 kft). These luminous effects along the trajectory were very striking to the eye. The vividness of the phenomena was somewhat unexpected. On the fourth and final Mercury flight, the Mercury Astronauts felt that it might be of interest to photograph the wake "fireball" as it formed and progressed, so a movie camera was mounted in the capsule for use by Astronaut Cooper. The camera was such that the pilot would have to hold it manually up to the window in order to take pictures. Unfortunately, required tasks during reentry made it impossible for Astronaut Cooper to do so.

In spite of the tenseness of the situation during reentry, the Astronauts were able to make key observations of and detailed comments on wake formation and behavior. These results are largely in accord with aerodynamicists' present understanding of the general wake flow field pattern (Refs. 1-6). The authors draw the following conclusions from the observations of the near wake and base flow reentry phenomena by the Mercury Astronauts:

-37-

1. The description of the general pattern of the flow field seems to be similar to that which would be expected from the patterns shown in pictures of high-speed projectiles fired in ballistic ranges (Refs. 1-6). The detailed observations combine to give a description of a "well behaved" closure region forming a high temperature wake neck a few body diameters behind the vehicle. In general, the neck region - "a funnelling effect" - was clearly defined and much brighter than the rest of the base flow as seen through the spacecraft window.

2. One of the first reentry effects was a pronounced "hissing" noise noticed by Astronauts Glenn and Carpenter. The noise started at altitudes of over 400,000 feet, sounded like someone rubbing on sandpaper or like steam escaping and decreased as the reentry progressed. Astronauts Schirra and Cooper did not notice this noise. The extent of the noise level is difficult to determine but can be judged somewhat by comparison with launch noise. The measured launch noise level is 160 db outside the capsule and 120 db inside; with the flight helmet on and the visor down, the noise is cut down another 20-30 db. Thus, the hissing noise is likely to be of the order of 80-90 db outside the capsule. No reasonable phenomenon has been suggested with a noise effect of this level at such a high altitude.

-38-

Another possibility, of course, is that the noise did not originate from without the capsule but was an auditory hallucination very much the same as the "ringing" in the ear often observed. The etiology of this phenomenon is not at all well understood but certain conjectures may be made.

The atmosphere in the Mercury capsule was pure oxygen at roughly 1/3 atmospheric pressure (5 psi). The absence of nitrogen which has a different solubility than oxygen in the blood is known to have a profound physiological effect. The absence of nitrogen over an extended period of time causes the inner ear as well as the mastoid bone to become de-nitrogenated, its place being taken by oxygen. It is conjectured that this leads to a modification of the ear function. This modification may cause either over-stimulation or lack of damping in the cochlea. It is interesting to note, and rather in contradiction of this hypothesis, that Astronaut Cooper who spent the longest time in the capsule did not notice this noise. Colonel Glenn whose space flight was the shortest did indeed notice it. We did not have the records of their behavior during their training at our disposal and thus do not know whether there are any individual differences in the astronauts' response to prolonged weightlessness as well as their reaction to a pure oxygen atmosphere.\*

<sup>\*</sup>The authors gladly acknowledge the clarifying discussions on this matter with Dr. Herbert Pollack, M.D., of IDA.

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3. The first appearance of radiation at altitudes like 350,000 feet was a faint grey-whitish yellow haze giving the Astronauts an impression of "hot" air. This suggests that the bow shock was just forming and that the inviscid flow was the principal radiator. This altitude for formation of the bow shock is reasonable from theoretical considerations.<sup>\*</sup> (Strong color effects came on somewhat later in the trajectory.)

4. The convergence of the flow field into the wake neck produced a "fireball" that was about 1/2 the size of the base diameter and about three body diameters behind the spacecraft. A reasonable consistency is shown in the apparent size of the "fireball" observed by the Astronauts when their sketches and verbal descriptions of its appearance are combined (Figs, 17 and 24). The lateral field of view through the window at the position at which the fireball is pictured in the sketches is about 25°. The angular subtent of the Treball obtained from these two sketches is 6, 3° from Fig. 17 and 6, 1° from Fig. 24. The statements of the Astronauts as to their impressions of the size and location of the fireball are tabulated in Table II following.

<sup>\*</sup>Probstein, R., "Shock Wave and Flow Field Development in Hypersonic Reentry," ARS Journal, 31, 185-193 (1961).

	Г	A	В	L	Æ	Π
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			Fireball	Calculated
			Outer	Fireball
	Fireball	Distance	Dia.	Outside dia.
	Shape	(feet)	(feet)	Angular subtent
Conference Descriptions:				
Glenn (MA-6)	Ball	50	4	4.8 <sup>0</sup>
Carpenter (MA-7)	Doughnut	*150	14	5.5 <sup>0</sup>
Schirra (MA-8	Doughnut	25	3-1/2	8 <sup>0</sup>
Cooper (MA-9)	Ball	25	3-1/2	80
	Angular	subtent a	verage	6.6 <sup>0</sup>
Conference Sketches:				
Carpenter and Schirra				6.3 <sup>0</sup>
Cooper				6.1 <sup>0</sup>
		Overall av	verage	6.50

\*NOTE: Astronaut Carpenter said that the "doughnut" shaped fireball appeared as though it were about 150 ft. behind the vehicle assuming the hole in the "doughnut" were 6-7 ft. in diameter. Approximate scaling from his sketch would give a corresponding outside diameter of about 14 feet. These dimensions are proportionally correct for a doughnut in the neck region. Carpenter suggested that the distance n light have been closer than 150 feet.

The Mercury Astronauts were able to view the "fireball"

more or less continuously during those times when they looked at the flow field through the window. Thus, the effect must have been located

-41-

at least 20 feet to the rear of the vehicle; otherwise, intermittently, it would have been out of the field of view. (See Field of View Diagram, Fig. 12.) If the diameter of the luminous wake neck is like onehalf the spacecraft diameter, the average angular subtent of  $6.5^{\circ}$ would place the start of the luminous neck at about 30 feet behind the Astronaut's eye location, or about 23 feet behind the base of the spacecraft (the top of the antenna fairing). Thus, there is strong evidence from the Astronauts' sketches that the region of maximum luminosity occurs in the region where the recompression zone is expected to be located.

5. The "fireball" position seemed to vary only with the vehicle motion and angle of attack. The wake neck (the fireball) was described to be very steady to the eye and to have a motion that closely followed the vehicle as the angle of attack varied. The spacecraft rolled about the centerline axis as well as oscillated with angle of attack. It should be remembered that the eye can discern fluctuations only up to about 50 cycles per second. Hence, fluctuations of much higher frequencies could have been present but not observed.

6. The region of maximum uninosity was described in two cases as having a ball shape and in two cases a doughnut shape. The doughnut-shaped "fireball" was observed by Astronauts Carpenter and

- 42 -

Schirra while Astronauts Glenn and Cooper saw a ball (Figs. 17 and 24). From the descriptions it is not possible to determine whether or not the inner core was hotter or colder than the surrounding inviscid flow. The difference in colors may be related to the degree of salt spray exposure prior to launch and also to the protective materials used on the surface of the spacecrafts. It is also important to note that both Glenn and Cooper had an abnormal reentry situation due to the attached retropack (Glenn) and unfired umbilical squibs (Cooper). Astronaut Glenn's capsule was also held at the launch site for above. six months and apparently there was considerable opportunity for a salt spray coating to accumulate, although the capsule was mostly enclosed in a protective enclosure. In his flight he saw an orange ball which would be consistent with the sodium and a brilliant display no doubt associated with the disintegrating retropack. Schirra, who had short capsule storage and countdown periods, saw the neck as doughnut shape with green color. The green probably came from the copper in the heat shield material on the aft portion of the capsule. It is interesting to note that Astronaut Glenn remarked on seeing the center of the fireball fade away first as reentry was completed. They all had the impression of sitting inside a bunsen burner and looking up into the flame. In the description of whether a doughnut or ball was

- 43-

seen, it should be remembered that each man was observing over different parts of the reentry, with only some overlap (see Section IV). The present understanding of the flow field allows for both ball and doughnut-shaped temperature and/or luminosity recompression regions, depending on the reentry conditions (Refs. 1-6).

It appears from their sketches (Figs. 17 and 24) and descriptions that each Astronaut was referring to the viscous portion of the flow field when using terms such as a "doughnut" or a "fireball" for the shape of the recompression region. From the size of these regions of high luminosity - say 1/2 a body diameter - it is likely that they did not include a large part of the inviscid flow.

We would also like to offer here an alternate tentative explanation for the difference in the shapes of the luminous zone as reported by the Astronauts. If a person is shown a disc of uniform color but non-uniform illumination, then the eye will tend to make some subjective adjustments. If the center of the disc, say, is of higher intensity than the edges, then the tendency would be to shift the color either toward the green or away from the green. The reason for this is that the eye is trying to compensate for its increased sensitivity in the 5500 Å region (green). Thus, a doughnut-like shape may appear where there is none just because the center of the disc

-44-

is either at a higher or lower intensity. The ability of individuals to distinguish small changes in hue (j. p. d.) varies considerably. We were not able to ascertain whether there were any such differences among the four Astronauts whom we interviewed.

7. The heat transfer in the separated flow region just behind the heat shield shoulder was not severe. Umbilical launch separation squibs attached at the capsule shoulder on Astronaut Cooper's vehicle (MA-9) (which did not operate due to faulty charge packaging) were found to be only slightly burned upon recovery. In addition, the retrorocket holddown straps did not burn at the vehicle junction point. These metal straps (see Figs. 5 and 17) were about 24 inches by 1 inch in size. They disconnected at the retrorocket junction and were then free to flap back around the shoulder of the vehicle. One strap was such that the loose end swung across the window. The Astronauts saw from the coloration of the strap that it began heating at the far loose end. The heat moved up the strap to the junction point where the temperature increased until burnoff.

8. The relative velocity in the recirculating base region (Fig. 2a) of the vehicle is probably very low and stable. The retropack holddown straps described above eventually burned off from the vehicle and drifted back into the base region. Each of the Astronauts

-45-

described this as an unusual sight in that the straps seemed to be trapped in the base region, following along with the vehicle. The relative position of a strap floating in the base region is noted in Fig. 17 as sketched by Astronaut Carpenter. Each Astronaut saw the straps gradually begin to move away and then suddenly be caught by the high velocity and whipped downstream with a "funneling" motion through the "neck". Other particles of significant size ablating from the vehicle had the same behavior. The small deceleration of the strap may be due to the small absolute value of free stream dynamic pressure rather than specifically to a relatively small base region dynamic pressure.

9. The metal straps described above continued to heat up as they drifted through the base region. The Astronauts made the observation that as the straps were suspended in the base flow region they appeared to continue heating, indicating that significant temperatures exist in this region.

In line with the NASA program to solicit experiments from the scientific community for future manned reentry capsule flights, the authors conclude with the following suggestions for some simple experiments which would provide additional very useful information about properties in the wake region:

-46-

1. A high speed movie camera could be mounted in the capsule which would record the wake formation and behavior during reentry. The ability to recover the instrument is a valuable asset. Current ballistic missile instrumentation programs generally require that information gathers , has to be telemetered to the ground. The plan to use a camera during Astronaut Cooper's flight is certainly to be commended. The camera should be mounted and rigged for automatic operation, however.

2. The inclusion of a wide field cine-spectrograph with about a 5 Å or better resolution would be a second step in obtaining wake properties. This would result in helping to define what species (from air and ablation materials) radiated in the neck region and the altitude at which air and contaminant radiation began.

3. It was very useful to have a technically competent observer describe t'e near wake reentry events in great detail. In view of the important needs of the nation with respect to the wake problem, it may be useful to brief future Astronaut-Pilots on expected near and far wake visual phenomena and on the specific questions currently of interest to the reentry physicists concerned with wake properties.

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### EXPERIMENTAL WAKE ANGLES AND BASE PRESSURE RATIOS



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0			2.76	$\leq$





ELECTED-OFTICAL SYSTEMS INC.

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ELECTRO-OPTICAL SYSTEMS INC.

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# MERCURY SPACECRAFT CONFIGURATION

GENERAL CONFIGURATION WITH RETROPACKAGE





## MERCURY SPACECRAFT SURFACE MATERIALS AND LOCATION



1.	Window	Vycor, Corning 7900
2.	Spacer	Vycor
3.	Heat shield	Fibreglass-phenolic resin
4.	Antenna fairi	ng Rene´41
5.	Shingles	René 41
6.	Shingles	herry]] tum

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4

#### SEQUENCE OF MAJOR EVENTS IN THE MERCURY SPACECRAFT FLIGHT



FROM MASA REF 7

-54-



## DETAIL OF LANDING BAG DEPLOYMENT





FIELD OF VIEW THROUGH THE MERCURY SPACECRAFT WINDOW



MERCURY SPACECRAFT WINDOW









# SPACECRAFT HEATSHIELD TEMPERATURE RESPONSE-MAXIMUM TEMPERATURES



From: Mercury Project Summary Including the Results of the Fourth Manned Orbital Flight, NASA SP-45, October 1963.





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Technical Note					
Compiled by: A. Goldburg, L. Hromas, C. of the MERCURY Astronauts	. E. McLain,	J. Menkes	with the co-operation		
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