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	BOOK	MULTI X	SINGLE			

FROM: OSAF

TO: AFSC

SAC

INFO: OASD(PA) WASH DC **ZEN**

SSD LOS ANGELES CALIF

AFETR PATRICK AFB FLA

AFWTR VANDENBERG AFB CALIF

1STRATAEROSPDIV VANDENBERG AFB CALIF

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FOR: AFSC(SCE). SAC(DXI). SSD(SSE) (SAF-SLA). ETR(ETN). WTR(WTE).

1STRAD(IO). Subj: Press Guidance on Location of MOL Launches.

Following answers to queries are furnished for your information and use in answering any similar queries from newsmen on the subject of choice of location for MOL launches:

1. What is the extent of the MOL program at VAFB? Costs? Schedules?

ANSWER: The MOL program is currently in the Contract Definition Phase during which details of cost, schedule and system elements are

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DATE	TIME
14	1600
MONTH	YEAR
FEB	1966

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worked out. Since this phase is not yet completed, precise information on schedules, costs, etc. cannot be provided. However, following is current planning regarding MOL at Vandenberg.

We are planning to build an initial launch capability (ILC) at Vandenberg AFB. This will consist of one pad where the vehicle will be built up on the pad. \$18 million was provided in this year's (FY 66) budget for the ILC.

Negotiations are underway for the purchase of land for the ILC. A request for contractor proposals for ILC site preparation was issued on Jan 14, 1966; \$2,200,000 will be available for this purpose.

We anticipate a launch capability from the ILC in mid-1968. MOL manned launches will be flown from the WTR. There are at least five manned launches in the presently conceived program.

Any early unmanned launches to test such things as the Gemini heat shield containing a hatch will begin late this year or early 1967 from the ETR. These would use Titan IIIC vehicles from the current vehicle development program.

2. Why don't the manned launches go from Cape Kennedy?

ANSWER: MOL plans include launches into high inclination orbits. Such orbits favor WTR launches. In order to avoid flying over populated areas of Florida when launching into polar orbit from the ETR, the vehicle must perform a dog-leg maneuver. This requires expenditure of additional energy meaning that payload weight must be sacrificed. This payload degradation for MOL is considered too

great. It has been and continues to be Air Force policy to perform

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overflights of land areas with space boosters only when statistical information has been developed to insure that the probability of endangering life and property is small.

3. What other plans are in the mill for Titan III at the Cape -- both definite and contemplated.

ANSWER: It should be understood that at neither the Eastern Test Range nor the Western Test Range are the Titan III launch pads confined solely to a single program. At the ETR the Titan IIIC will continue to support programs during and following the research and development phase. Among these are Communication and Nuclear Test Detection Satellites. The Titan III facility at the WTR has been under review for three years. It will be capable of supporting a number of military space programs. The Titan IIIC was conceived to be the workhorse space booster for planned and potential programs for many years to come. We have no intention of vacating the Titan facilities at the ETR. Similarly, the WTR facilities are considered necessary for achieving polar orbits without loss of payload or danger to populated areas.

4. Where will mission control be located for in-flight control of MOL flights? How much will this facility cost? When will it be built?

ANSWER: Air Force Satellite Test Center, Sunnyvale, Calif. The facility is already in being with all the capability required for MOL except for equipment needed for the manned aspects of the program.

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5. Why not a 156 inch solid booster for Titan IIIC instead of the complex at WTR? What by a comparison of dollar value in this instance?

ANSWER: Comprehensive studies considering all possible boosters, combinations, launch sites, etc., were conducted. It was decided that the Titan IIIC with seven segment solid motors was the best booster from an overall cost effectiveness basis for the MOL program as now conceived.

6. What security measures can be taken at WTR that are unavailable at ETR?

ANSWER: None. However, security appears easier to maintain at the WTR.

7. Is it true that NASA has offered to sell the Air Force six Saturn 1B launch vehicles to launch early MOL's, and guaranteeing a polar orbit from Cape Kennedy?

ANSWER: We have received no such proposal from NASA.

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