

printed project

'unconditional love'

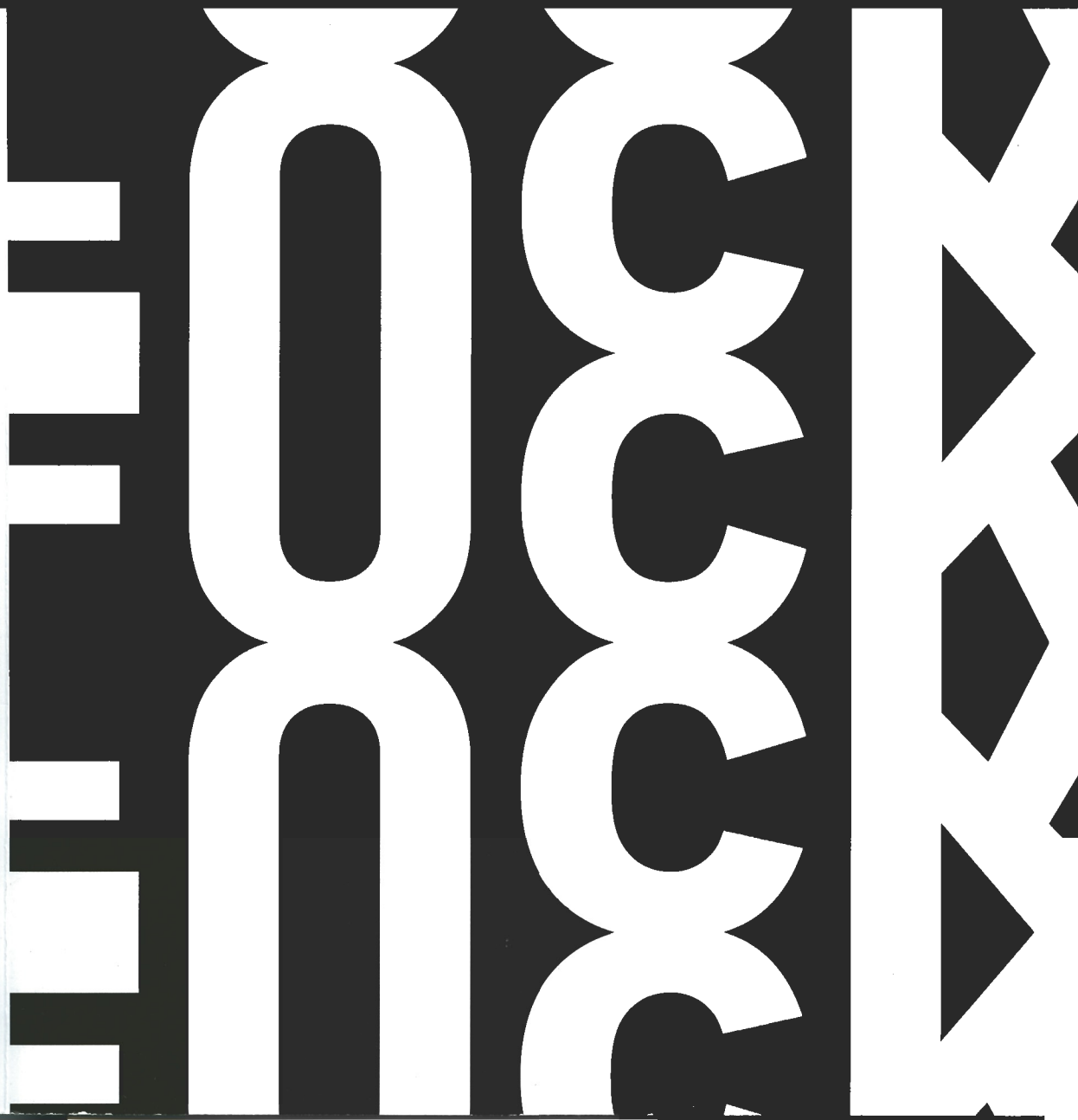
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The Chickcharney I Mission

BRIEF EXCERPTS OF MISSION PLAN

CHICKCHARNEY-ATLAS 1 AT A GLANCE

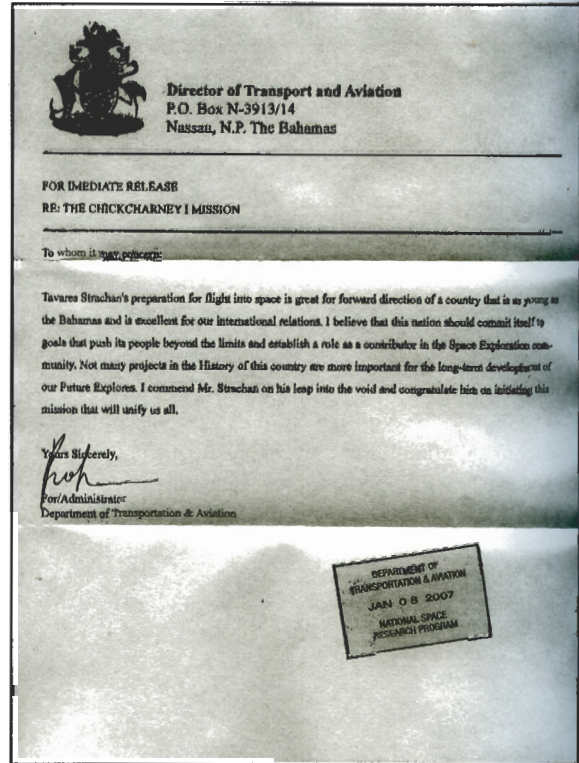
MISSION – Manned orbital flight to (1) evaluate the performance of man-spacecraft system; (2) investigate man's capabilities in the space environment; (3) obtain the pilot's opinions on the operational suitability of the space craft and supporting systems for manned space flight. (4) set up communication system for audio and visual relay systems.

LAUNCH DATE – The flight currently is scheduled no earlier than January 26th, 2008. On whatever day, the launch will be attempted between 7.30 and may 'slip' on a day-to-day basis as required. Launch timing will be planned to provide at least three hours of daylight search time in the probable recovery areas.

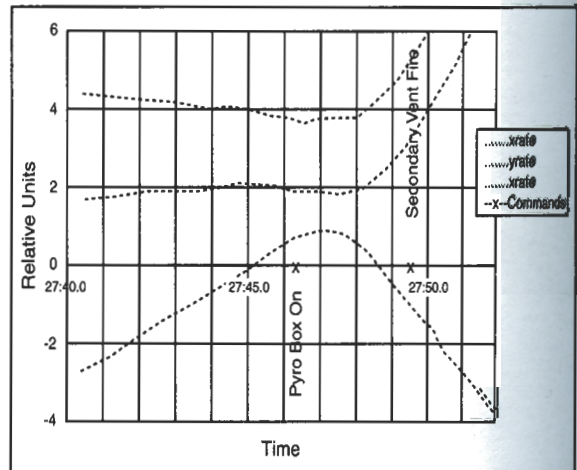
FIGHT DURATION – Depending on literally thousands of variables, the Space Craft Operations Director (Manned Spacecraft Center Associate Producer Christopher Hoover) may elect a one-, two- or three-orbit mission. That decision will be made only minutes before launch and may be changed at any time during the mission. Recovery after one full orbit is planned for about 500 miles east of the Bahamas; after two orbits, some 500 miles south of Bahamas; three orbits, about 800 miles southeast of Cape Canaveral, Fla. Each orbit takes about 90 minutes, carrying the craft between 100 and 150 miles altitude, 32 degrees north and south of the equator.

If the mission ends after orbit one or two, the astronaut will be moved to the Princess Margaret Hospital in the Bahamas for a 48-hour rest and debriefing. If the mission goes the full three orbits, he will be flown to Grand Turk Island (Bahamas) for a similar operation before being returned to the United States.

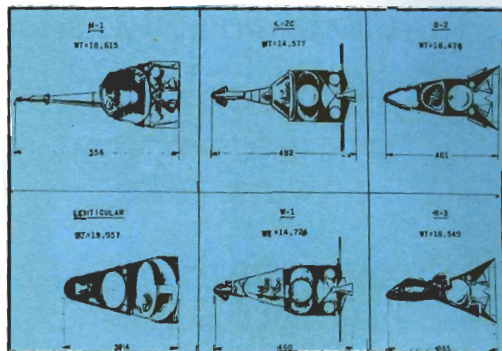
Citizen of the Bahamas, Strachan, who is trained as a sculptor, will begin astronaut training in early 2008. Backup subject for this mission is Christophe Thompson, 29. (See biographies).



SPACE CRAFT – Bell-shaped, the MA-6 craft - listed as No. 13 in Engineering documents stands 9 feet high and measures 6 feet across the base. Spacecraft weight at launch will be about 4,200 pounds; spacecraft weight in orbit (after jet-tisoning of escape tower) – 3,000 pounds; on-the-water recovery weight – 2,400 pounds.

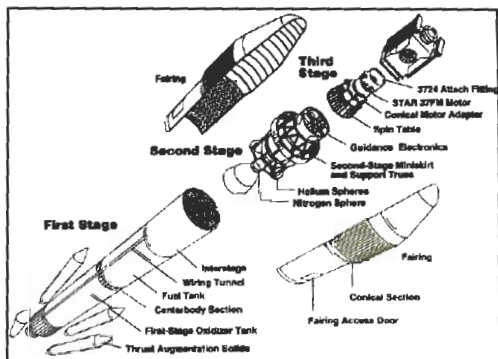


LAUNCH VEHICLE – A modified Atlas D is used to launch orbital test missions, reaching a speed of 17,500 miles per hour. At launch, booster and spacecraft stand 93 feet tall, including a 16-foot tower above the spacecraft. The tower contains a solid propellant rocket hooked to an abort sensing system. Should trouble develop on the launch pad or in the early boost phase of the mission, the escape system will be triggered automatically, by the pilot or from the ground to pull the spacecraft away from the booster. David Johnson of Yale University Department of Chemistry and Physics manufactures the booster.



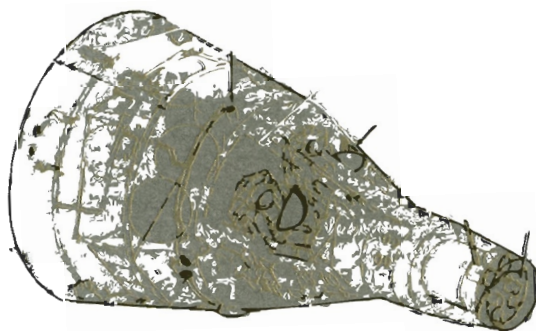
Space capsule study diagram

NETWORK – The Mission Tracking Network consists of 3 stations around the world. Including two ships, one on the equator in the Atlantic, off the coast of Africa and the other in the Indian Ocean. Some 25 technicians man the stations, all of which are in radio or cable communication with the **BAHAMAS GOVERNMENT** at the Sir Linden Pindling airport in Nassau Bahamas.

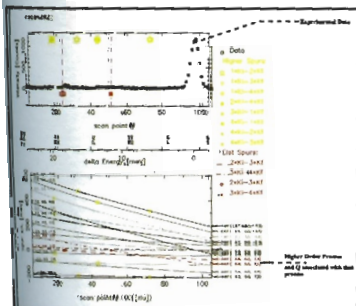


Launch Vehicle Diagram

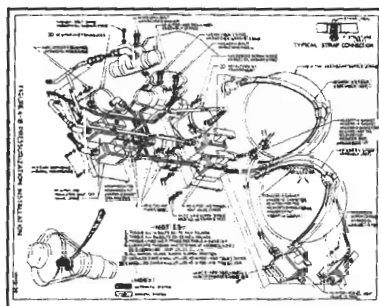
RECOVERY – More than 4 ships will be deployed in the Atlantic alone to take care of prime and contingency recovery areas. In addition, ships and rescue planes around the world will go into action in the event of an emergency landing. More than 50 men will have a hand in the recovery, search and rescue effort.



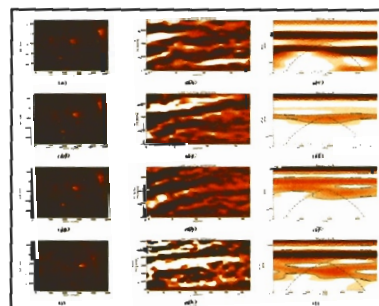
RESPONSIBILITY – Project Chickcharney 1, the nation's first manned space flight research project, was conceived, and is directed by Tavares Strachan and collaborated with through many contributions from many members of the Astronaut Community. The Bahamas Government has a revived interest charged with the exploration of space for peaceful and scientific purposes. MIR and the Canadian Space Training supply technical project direction for Mercury. In all, more than 2,000 persons will have a part in this mission, including government and industry.



Launch point temperature tracking



Pressure regulation schematic



Solar radiation exposure diagram

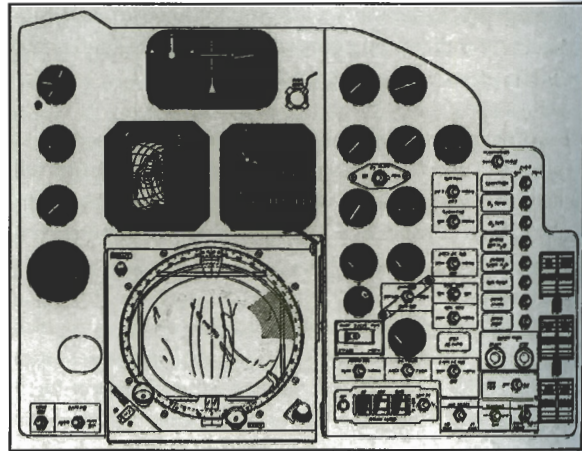
ORBITAL INSERTION – After a few seconds of automatic damping - getting rid of any unusual motions - the space craft will swing 180 degrees so that the blunt face of the craft is turned forward and upward 34 degrees above the horizontal. From that point on, during orbital flight, the pilot can control the spacecraft in proper attitude automatically or manually.

Cameras – A 14 mega pixel digital camera will be installed to the left of Strachan's head to photograph the instruments panel display from the launch through recovery.

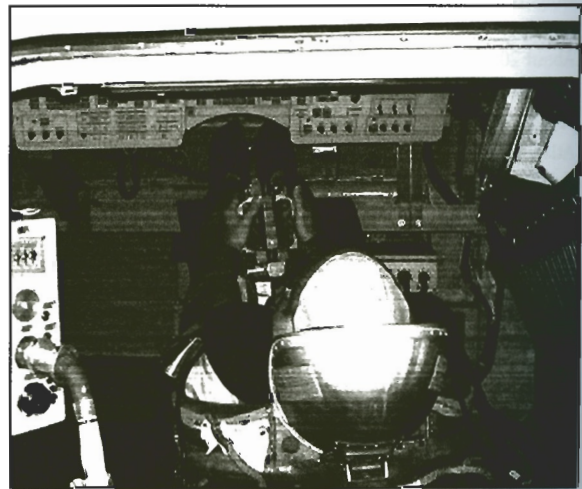
Periscope – An earth periscope is located approximately two feet in front of the pilot and will provide a 360-degree view of the horizon. The pilot may manually adjust for 'low' or 'high' the field of flight magnification.



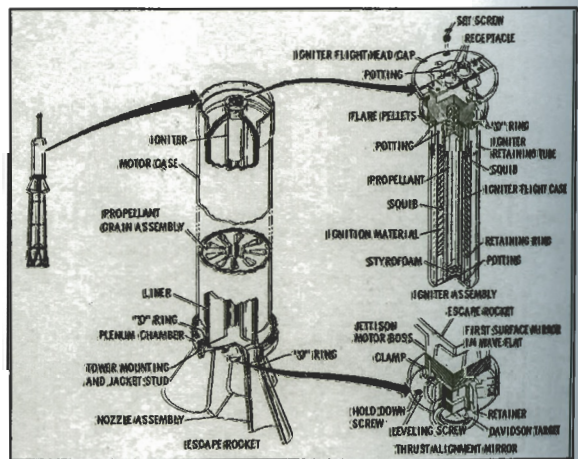
Atlas I Rocket



Instrument Panel Training Diagram



G-Force Training in the Centrifuge



Escape Rocket Diagram

Pilot support couch – Strachan's couch is constructed from a crushable honeycomb material bonded to a fiberglass shell and lined with rubber padding. Each astronaut has a flight couch contoured to his specific shape. The couch is designed to support the pilot's body loads during all phases of the flight and to protect him from acceleration forces of launch re-entry.

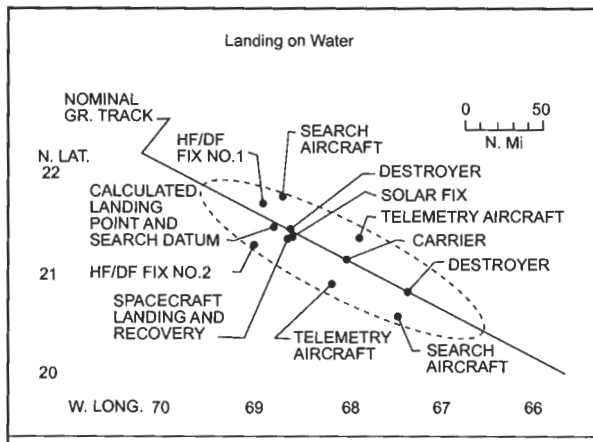
Restraint System – The restraint system, which consists of shoulder and a chest strap, leg straps, crotch strap, lap belt and toe guards, is designed to keep the astronaut in the couch during maximum deceleration.

Environmental Control System – The environmental control system provides the spacecraft cabin and the astronaut with 100-percent oxygen environment to furnish breathing, ventilation, and pressurisation gas required during flight. The system is completely automatic, but in the event of automatic control failing, emergency controls can be used. The systems consist of two individual control circuits (the cabin circuit and the suit circuit), which will normally operate on the astronaut closing the faceplate on his helmet. Unless there is a failure in the cabin circuit causing loss pressure, the pilot's pressure suit will not inflate.

Communications – The spacecraft may remain in touch with the ground through the use of high frequency and ultra-high-frequency radios, radar recovery beacons, and if the situation dictates, a telegraph code key.

Food, Water, and Waste Storage – 3,000 calories per person per day are used on the spacecraft -beef and mixed vegetables - and about six pounds of water. The water will be in flat bottles, each fitted with a tube. The food is in two tubes, about the size of toothpaste tubes. In addition, there will be some quick-energy sugar tablets.

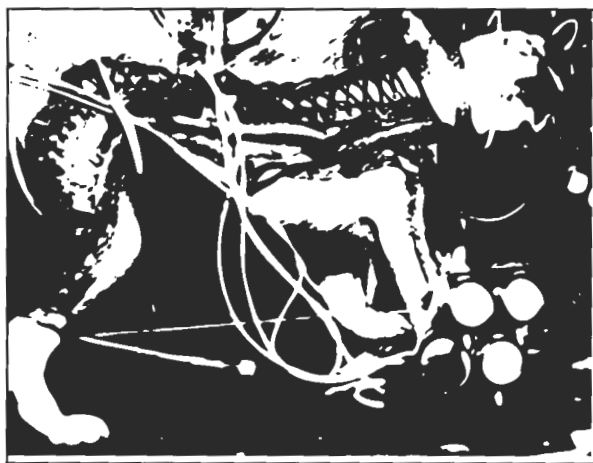
Survival Equipment – The survival package will consist of a single person life raft, desalting kit, shark repellent, dye markers, first aid kit, distress signals, a mirror, portable radio, survival rations, matches, a whistle, and ten feet of nylon cord. A new lightweight, radar-reflective life raft is fabricated of Mylar (for air retention) and nylon (for strength). The three-pound, four-ounce raft features three water ballast buckets for flotation stability and a deflectable boarding end which may be reinflated by oral inflated through the oral inflation tube following boarding.



ORBITAL DOG FLIGHT:

Pot Cake inclusion

As a part of this orbit mission, the presence of a stray from the islands of the BAHAMAS for data analysis shall be used. The dog Zula fits the requirements and considerations for orbital flight. To fit the limited payload space (9.8 cubic feet) of the R-1, along with all of the collateral equipment, Zula's female midsection is appropriate. Zula was pulled from a group of the derelict dogs that live in the wild where the level of immunity and durability is high. Zula is 22 months old, an appropriate age for travel. Zulu will be filmed during flight so her light tan color will be perfect for the vessel's dim background. The final requirement for this process is Zula's being female, making it much easier to fit into the sanitary device to the dogs' suit.



X-Ray of Pot Cake in "Flight Suit"