

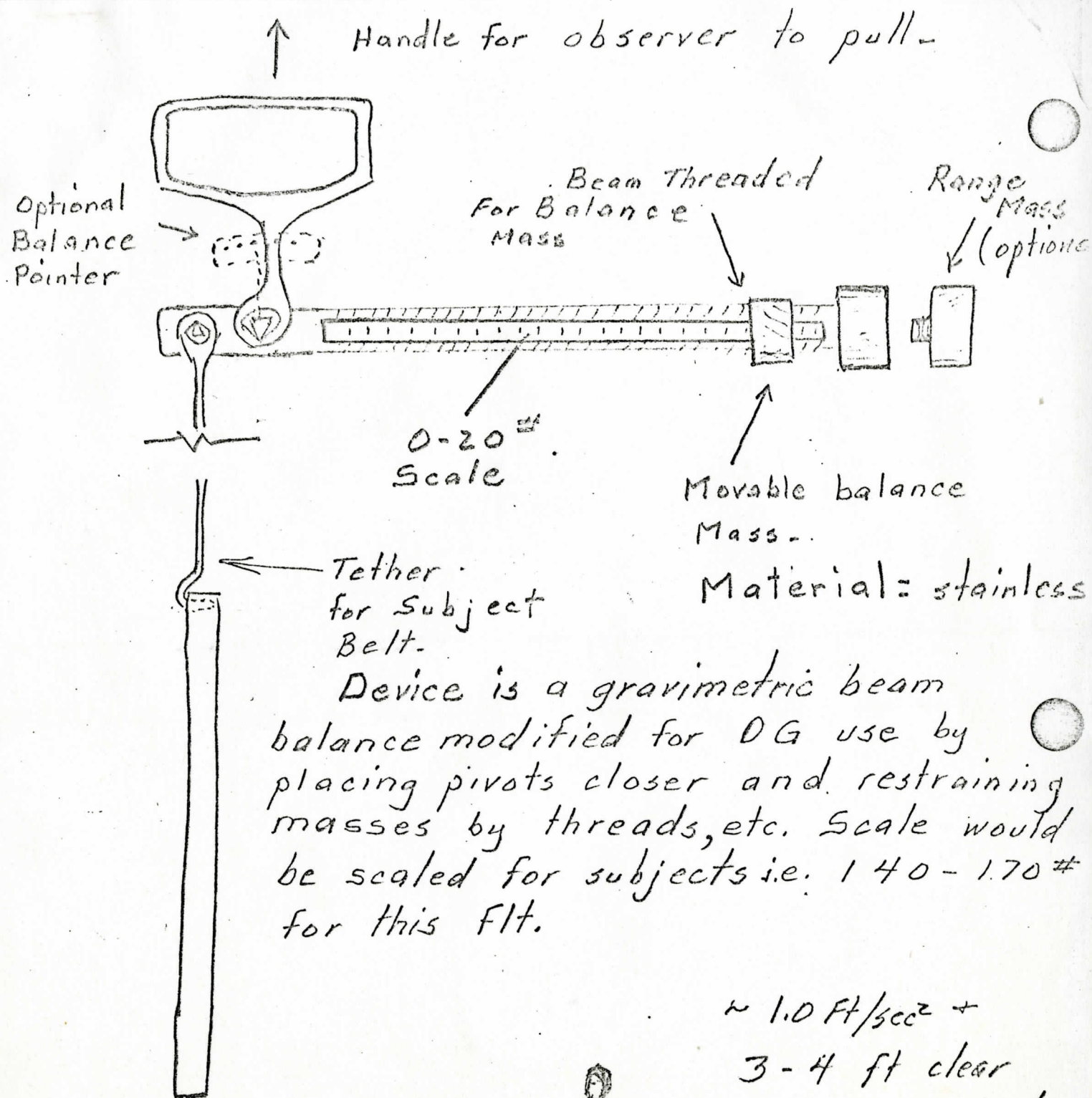
3MMD + BMMD Temp. Limits are 100°F +

FLIGHT ACT OFFICER LOG	DAY	REV	PG
SITE/ACQ/LOS	NOTES		
	M-074/172 Options -		
Back Ground	- Body mass measurement is		
justification	one of the most critical info pieces		
	of information for medical evaluation,		
	for evaluation of longer missions,		
	and for general knowledge of the		
	effects of weightlessness. A workable		
	mass measurement system will		
	also be required for any future		
	investigation. For these reasons and		
	all possible attempts should be made		
	to obtain body mass. Of lesser		
	priority is demonstration of non-		
	gravimetric mass measurement.		
	There are many possible methods of		
	mass measurement and the method		
	chosen was constrained by space avail-		
	able and other operational considerations.		
	An ordinary beam balance in		
	which forces from similar masses are		
	equal will work under 1, 2, 1/4		
	or 1/6 G or and for our purposes		
	equally well under acceleration.		
See $\longleftrightarrow$	If such a balance is accelerated		
Sketch	with an unknown mass in the		
	sample pan, the balance arm		
	will move one way or the other		
	(over)		

FLIGHT ACT OFFICER LOG	DAY	REV	PG
SITE/ACQ/LOS	NOTES		
	just as in 1. G. The balance weight will be moved along a calibrated arm until balance occurs. This requires repeated efforts; i.e. more crew time, which is this device's chief draw back. To save weight the pivots will be placed closer together to allow smaller balance weights, the arm will be shortened and scales will be tailored for the crew masses. This will reduce sensitivity and resolution but one pound would be a reasonable accuracy figure. It is completely passive, would be made of stainless steel, would weigh an estimated 4 lbs. and be approx. 1 ft. long. Acceleration tests have been performed to demonstrate feasibility and some data from Apollo indicate 'tumbling' of the measured crewman would not occur. This was the great unknown. The device can be quickly fabricated, easily using some parts from commercial scales, at any competent machine shop. The School of Aerospace Med. Shop or the local shop with sufficient pressure (priority) could do it nicely.		

FLIGHT ACT OFFICER LOG		DAY	REV	PG
SITE/ACQ/LOS	NOTES			
	Option I: M074 - delete			
	M-172 - fabricate beam balance			
	and station on CSM - 4-5 lb -			
	12" x 2" x 3" -			
	Operate once each mission day			
	as follows -			
	Observer - adjust scale and set			
	balance mass to estimated wt.			
	of subject by screwing it up or			
	down the threaded scale.			
	Subj - fold over and wrap arms			
	around knees -			
	Obs - attach hook of scale in			
	subject's belt, attach secure your-			
	self and accelerate the subject			
	at a constant rate of 1-2			
	ft/sec ² (a pull of a few pounds)			
	by translation of the handle.			
	Note whether beam moves toward			
	or away from direction of pull. If			
	beam moves in direction of pull			
	increase mass on balance arm by			
	screwing outward -			
	Repeat accelerations and			
	adjustments until balance is			
	achieved -			

FLIGHT ACT OFFICER LOG	DAY	REV	PG
SITE/ACQ/LOS	NOTES		
	Read mass directly from scales record -		
	Unhook and store scale -		
	Option II - Same as option I only more easily performed -		
	Option III ¹⁷² Calibrate BMMD using C/L and then measure mass of each crewman -		
	If time precludes this calibrate BMMD using only food trays and measure mass of one crewman (crewman mass will not be valid and data is for eng. purposes only)		
	M074 - Calibrate one SMMD; crew option which, per C/L procedure.		
	Option IV - Perform M-172, M074 per C/L procedure - If power is critical - consumption can be reduced to 1/3 of normal by switching unit to off, except just prior to actual measurement, when it is turned on and reset and then off when next measurement is not to be immediately made.		



$\sim 1.0 \text{ ft/sec}^2 +$
 3-4 ft clear
 space required.

