

CLASSIFIED MESSAGE

DATE 0351Z 05 JUN 1963

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OSA (1-15)

INFO : S/C (16)

123 crash file

[Empty routing box]

PRIORITY

IN 78674
25X1A

TOR: 0532Z 05 JUN 1963 25X1A

TO PRITY [REDACTED] 25X1A INFO [REDACTED] CITE [REDACTED] 9766

OX CART

NO NIGHT ACTION

SUBJECT IS PROGRESS REPORT ON ACCIDENT INVESTIGATION.

1. AT 1500 HOURS 3 JUN 63, BOARD MET WITH LEADERS OF VARIOUS TECHNICAL GROUPS. EACH LEADER BRIEFED BOARD ON PROGRESS TO DATE. ITEMS WERE SUBSTANTIALLY AS FOLLOWS:

25X1A

A. OPS AND WITNESS GROUP: RESULTS OF TWO SPECIFIC FLIGHT TESTS FLOWN TODAY IN 124 BEING EXAMINED FOR APPLICABLE DATA. LIST OF SPECIFIC QUESTIONS TO BE ASKED [REDACTED] IN LIGHT OF RECENT FINDINGS BEING COMPILED. LIST NOT YET COMPLETE. REMAINDER THIS GROUP'S FINDINGS BEING FINALIZED FOR SUBMISSION TO COORDINATING COMMITTEE ON 5 MAY.

B. STRUCTURES, EXPLOSION, FIRE GROUP: EXAMINATION OF WRECKAGE AND SCATTER PATTERN REVEALS NO EVIDENCE OF STRUCTURAL FAILURE NOR IN-FLIGHT FIRE. REPORT IN FINAL DRAFT FORM.

C. FLIGHT CONTROLS: PRELIMINARY FINDINGS SHOW FLIGHT CONTROL SYSTEMS NOT A CONTRIBUTING FACTOR IN ACCIDENT, WITH POSSIBLE EXCEPTION OF AIR DATA COMPUTER. REPORT NOW IN FIRST DRAFT.

Approved For Release 2000/05/05 : CIA-RDP71B00590R000200030010-1

[REDACTED]

GROUP 1
Excluded from automatic
downgrading and
declassification

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D. OXYGEN, PRESSURIZATION GROUP: THERE IS NO EVIDENCE TO DATE TO INDICATE THAT AN OXYGEN OR PRESSURIZATION MALFUNCTION MAY HAVE BEEN THE CAUSE OF THIS ACCIDENT. THE OXYGEN BOTTLES WHICH WERE USED TO SUPPLY AIRCRAFT 123 HAVE BEEN CHECKED AT MINUS 89 DEGREES F DEWPOINT. OXYGEN PURITY HAS BEEN CHECKED AND NO CONTAMINATION REPORTED. THERE IS NO EVIDENCE OF FIRE HAVING BEEN STARTED OR FED BY THE OXYGEN SYSTEM. THE SEAT DISCONNECT CLOSED THE OXYGEN LINES AFTER SEAT EJECTION AND THERE WAS NO FLOW OF OXYGEN INTO THE COCKPIT BEFORE IMPACT. RECENT FLIGHTS WITH MASKS AT 27,000 FEET CABIN ALTITUDE INDICATE THAT ADEQUATE OXYGEN WAS AVAILABLE. THE NBR 2 OXYGEN CYLINDER IS INTACT. ITS REDUCER AND RELIEF VALVE WERE RECOVERED AND LEAKAGE TESTS INDICATE 95 CCM LEAKAGE, WHICH IS STILL WITHIN SPECIFICATION. THE OUTPUT PRESSURE IS 112 PSI AT 1000 PSI INLET PRESSURE WHICH IS ALSO WITHIN SPECIFICATION. MAXIMUM ACCEPTABLE IS 140 PSI AT 100 CCM. THE NBR 1 CYLINDER WAS DESTROYED ON IMPACT. THREE PIECES OF THIS CYLINDER HAVE BEEN FOUND AND INDICATE THAT THE CYLINDER BROKE AFTER IMPACT.

E. FUEL: SAMPLES OF FUEL SIMILAR TO THAT USED ON THIS FLIGHT ARE DETERMINED TO HAVE 117 PPM SOLUBLE WATER CONTENT AND 0 PPM DISCRETE WATER CONTENT. TYPICAL SAMPLES OF FUEL FROM AIRPLANE 124 ARE DETERMINED TO HAVE A MAXIMUM OF 108 PPM SOLUBLE WATER CONTENT AND 0 PPM DISCRETE WATER CONTENT. LABORATORY CHECKS OF THE RIGHT AND LEFT FUEL STRAINER-FLOWMETER ASSEMBLIES SHOW NO ENTRAPPED WATER. THE PILOTS COMMENTS REVEAL THAT THE FUEL SYSTEM OPERATED NORMALLY DURING THE FLIGHT. NO FUEL SYSTEM ICING OR MALFUNCTION IS SUSPECTED

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AS A CONTRIBUTING FACTOR IN THIS ACCIDENT.

F. ELECTRICAL AND INSTRUMENTS: BASED UPON THE PILOT'S REPORT OF THE COCKPIT CONDITION PRIOR TO BAILOUT, NO BASIC ELECTRICAL SYSTEM MALFUNCTION IS SUSPECTED. A RECOVERED SECTION OF THE PITOT PROBE INDICATES THAT THE HEATER WAS PROBABLY OPERATING TO POINT OF IMPACT. WEATHER PROFILE FOR THE FLIGHT DOES NOT INDICATE THAT AN ICING CONDITION WAS PREVALENT AT THE TIME. THE INSTRUMENTS WERE LOCATED IN THE DEBRIS; THE FUEL FLOWMETERS AND ATTITUDE INDICATORS ARE BEING FURTHER EVALUATED. THE INERTIAL NAVIGATION SYSTEM READ 308 KNOTS GROUND SPEED AND 216 N. MILES TO GO. BECAUSE OF THE PILOT'S REPORT THAT THE TDI READ 1.05 MACH, AND INTENSIVE ELECTRICAL AND PITOT-STATIC STUDY HAS BEEN MADE TO DETERMINE HOW SUCH A MALFUNCTION COULD HAVE OCCURRED. NO PITOT STATIC MALFUNCTION CAN BE DEvised TO PRODUCE THE READINGS OBSERVED BY THE PILOT.

G. POWER PLANT COMMITTEE:

(1) GATHERING COMPRESSOR DISCS TO ELIMINATE DISC FAILURE AS CAUSE. (PRECAUTIONARY)

(2) CUTTING INTO ENGINES TO EXAMINE BEARINGS. BEARINGS SEEN SO FAR SHOW NO DISTRESS.

(3) BLUE-WHITE DEPOSITS NOTED ON LH ENGINE A/B NOZZLE SEGMENTS DETERMINED TO BE EASE-OFF 990 (A DRY LUBRICANT).

(4) FIRST REPORT FROM COMPONENT TEARDOWN INSPECTION AT

UAD:

(A) ONE FUEL CONTROL POWER LEVER AT 85 DEGREES, THE OTHER AT 45 DEGREES.

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(B) BOTH FUEL PUMP SHAFTS SHEARED INDICATING ENGINES ROTATING AT IMPACT.

(C) FUEL SAMPLE ANALYZED - CHECKS OK.

H. MAINTENANCE AND RECORDS: REVIEW OF RECORDS TO DATE REVEALS NOTHING THAT COULD BE CONTRIBUTING FACTOR WITH EXCEPTION OF REPLACEMENT OF AN AMPLIFIER IN AIR DATA COMPUTER PRIOR TO FLIGHT NUMBER 79. DETAILED FINDINGS OF THIS SPECIFIC INVESTIGATION WILL BE REPORTED IN INSTRUMENT AND ELECTRICAL GROUP REPORT.

2. COORDINATING GROUP REVIEWING TECHNICAL GROUP REPORTS AT PRESENT. WILL CONTINUE THROUGH TONIGHT 4 JUN 63 IN AN EFFORT TO ARRIVE AT MEANINGFUL FINDINGS AS EARLY AS POSSIBLE.

END OF MESSAGE

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