

Approved For Release 2000/05/05 : CIA-RDP71B00500R000200030009-3

CLASSIFIED MESSAGE

DATE 0131Z 07 JUN 63

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TO DIRECTOR
 FROM [REDACTED] 25X1A
 ACTION: OSA (1-15)
 INFO : S/C (16)

173 Crash File

PRIORITY

TOR 0256Z 07 JUN 63

IN 78931

PRITY [REDACTED] INFO [REDACTED] CITE [REDACTED] 9797

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OXCART
 NO NIGHT ACTION
 SUBJECT IS PROGRESS REPORT ON ACCIDENT INVESTIGATION.

1. BOARD HAS REVIEWED AND APPROVED REPORTS FROM FOLLOWING GROUPS:

A. STRUCTURES, EXPLOSION, FIRE: GROUP CONCLUDED INFLIGHT FIRE AND STRUCTURAL FAILURE DID NOT OCCUR.

B. FLIGHT CONTROLS AND HYDRAULICS: GROUP CONCLUDED FLIGHT CONTROLS AND HYDRAULIC SYSTEMS WERE OPERABLE UP TO TIME OF IMPACT AND WERE NOT A CONTRIBUTING FACTOR IN ACCIDENT.

C. OXYGEN, PRESSURIZATION: GROUP CONCLUDES THESE SYSTEMS WERE OPERABLE UP TO THE TIME OF EJECTION AND WERE NOT A FACTOR IN ACCIDENT.

D. FUEL SYSTEMS: GROUP CONCLUDED FUEL SYSTEM ICING DID NOT OCCUR, FUEL USED WAS WITHIN SPECIFICATION LIMITS AND THAT THE FUEL SYSTEM OPERATED NORMALLY DURING FLIGHT AND WAS NOT A FACTOR IN THIS ACCIDENT.

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GROUP 1
 Excluded from automatic
 downgrading and
 declassification

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E. POWER PLANT: GROUP HAS COMPLETED TEAR DOWN OF ENGINES AND NO MECHANICAL FAILURE WAS FOUND. RIGHT ENGINE WHICH SHOWED LOW RPM AT IMPACT FLAMED OUT AT LEAST 45 SECONDS BEFORE IMPACT DUE TO EITHER FUEL FLOW OR AIR FLOW DISRUPTION AFTER AIRCRAFT STALLED. INLET SPIKES WERE FOUND IN EXTENDED AND LOCKED POSITION. BLEED DOORS WERE IN CLOSED POSITION.

2. OPERATIONS, WITNESS AND MEDICAL GROUP REPORT HAS RECEIVED INITIAL REVIEW BY BOARD AND REQUESTS FOR CLARIFICATION OF SOME POINTS WAS MADE. GROUP IS CURRENTLY REWRITING REPORT WHICH SHOULD BE AVAILABLE BY EVENING 6 JUN FOR RECONSIDERATION OF BOARD.

3. ELECTRICAL AND INSTRUMENTATION:

A. IT HAS BEEN DETERMINED THRU BENCH CHECK HERE THAT A BLOCKAGE OF THE PITOT LINE FEEDING THE ADC WILL CAUSE THE MACH AND KEAS INDICATION ON THE TDI TO REMAIN CONSTANT AS LONG AS ALTITUDE IS HELD CONSTANT.

B. IF THE PITOT SYSTEM IS BLOCKED AS ABOVE AND A CLIMB IS INITIATED AS DESCRIBED BY ██████████ TO 38M THE ALTITUDE WOULD READ CORRECT AND THE MACH AND KEAS WOULD ERRONEOUSLY READ 1.05 AND 310.

C. THE BLOCKAGE MIGHT HAVE BEEN DUE TO PITOT HEAT NOT TURNED, OR MALFUNCTIONED SWITCH, OR PERHAPS ENTRAPPED MOISTURE.

D. EXCEPT FOR PITOT AND ADC, NO OTHER SUSPECT AREAS IN ELECTRICAL OR INSTRUMENT SYSTEMS AT THIS TIME.

4. MAINTENANCE AND RECORDS GROUP IS STILL INVESTIGATING PROCEDURES USED IN REPLACEMENT OF AIR DATA COMPUTER AMPLIFIER.

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5. INTERIM CONCLUSION: A BLOCKAGE OF THE L.H. PITOT SYSTEM
COULD HAVE CAUSED THE ERRONEOUS READINGS, M-H IS STILL INVESTI-
GATING POSSIBILITY OF ERRONEOUS READINGS DUE TO ADC INTERNAL
MALFUNCTION

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6. RECOMMENDATION: ██████████ SHOULD PROVIDE HEAT FOR THE
APPROXIMATELY 10 FEET OF PITOT TUBING TO THE ADC ON AIRCRAFT 121,
122, AND 124. AIRCRAFT 125 AND UP HAS HEATED NOSE WHICH NEGATES
REQUIREMENT. ALSO NOTE THAT AIRPLANE 124 PITOT AND STATIC DRAINS
CHECKED AND NO ENTRAPPED MOISTURE FOUND.

7. NO FURTHER PROGRESS REPORTS ARE ANTICIPATED UNTIL
PSYCHOLOGICAL TESTING OF PILOT IS COMPLETED.

END OF MESSAGE

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