IDEA-0769-62

17 May 1962

MEMORANDUM FOR: Acting Chief, DPD
Chief Personnel Branch, DPD

SUBJECT : [redacted] 25X1A
Commendation

25X1

1. [redacted] gave to Chief of Base, [redacted] a letter of Commendation in appreciation of the services rendered by [redacted] as Supply Officer of the Detachment. 25X1 25X1A

2. Since the letter can not be incorporated in [redacted] military personnel file in the interest of Security, it is attached for your information. 25X1A

3. When the letter is returned to Security Branch, it will be maintained permanently in the Subject's Agency Security file.

[redacted] 25X1A
Chief, Security Branch
DPD

Distribution:
1 - Acting Chief, DPD
1 - Chief, Personnel Branch, DPD
2 - SO/DPD
1 - RI/DPD

25X1A [redacted] /rb

[redacted] 25X1

IDEA-0770
Copy ___
of 3

17 May 1962

25X1A Dear [redacted]

Enclosed for your info are extracts from (1) [redacted] 25X1A
25X1A [redacted] Monthly UR Report and (2) [redacted] 25X1A
Monthly Commander's Report. Seems as though most of our problems fall in the inverter and autopilot area this month. In the future I intend to forward extracts of this type directly to you only for action you may deem appropriate. This, I feel, will keep this UR reporting from ricocheting off the walls at all levels. I know we can get best results from this program with this type of communication. Trust you will keep me informed of any corrective action that can be taken to improve our operation.

Sincerely,

[redacted] 25X1A

Attachments: 2

25X1A MS/DPD [redacted]
Dist: Cy 1 - [redacted] (LAC), w/att
25X1A 2 - C/MS, w/att
3 - RI/DPD, w/att

MAINTENANCE MONTHLY UR REPORT

4-1. B-Spool, Part Number HK-732480-501. Bearings were out of line. Casette shaft would enter bearings only under binding condition. Spool was shipped to Hycon.

4-2. Inverter, Part Number SP-R419-2. Low voltage. Replaced with serviceable part.

4-3. Mach Amplifier, Part Number SP-119611-03. Control column pumps. Replaced with serviceable part.

4-4. Yaw Rate Gyro, Part Number SP-14500-1. Aircraft heading squawk. Replaced with serviceable part.

4-5. Q Bay Safety Valve, Part Number SP-103102-438. Cabin pressure fluctuates. Replaced with serviceable part.

4-6. Inverter, Part Number SP-R419-2. Low voltage. Replaced with serviceable part.

4-7. Inverter, Part Number SP-R419-2. Low voltage. Replaced with serviceable part.

4-8. Attitude Gyro, Stock Number 6610-663-8800. Excessive precession. Replaced with serviceable part.

4-9. J-75 Engine, Part Number J-75-P13. Loss of engine oil. Replaced Q.E.C.

4-10. Speed Brake Cylinder, Part Number SP-H5. External oil leak. Replaced with serviceable part.

4-11. Inverter, Part Number SP-R419-2. Low voltage. Replaced with serviceable part.

4-12. Attitude Gyro, Stock Number 6610-663-8800. Excessive precession. Replaced with serviceable part.

4-13. Hydraulic Driven Fuel Pump, Part Number SP-115364. Cause unknown. Replaced with serviceable part.

MONTHLY COMMANDER'S REPORT

1. In Headquartems Message 0400, dated 27 April, you requested additional details on autopilot discrepancies mentioned in last month's report. Following is a detailed resume for the Month of March prepared by our Autopilot Tech Rep:

a. Summary of Flights on Article 358:

Flight 1 Write up: Overshoot out of righ turns

Correction: Recalibrated aileron axis

Flight 2 Write up: Overshoot out of both turns

Correction: Replaced multi channel in main amplifier (Trouble did not recur)

Flight 3 Write up: Mach Sensor out

Correction: Found broken wire at Mach Sensor pot, resoldered (Trouble did not re-occur)

Flight 4 Write up: Intermittent yoke pumps

Correction: Recalibrated pitch axim (Trouble did not re-occur)

Flight 5 Write up: All axis sloppy

Correction: Replaced inverter (Trouble did not re-occur)

Flight 6 No Write up.

Flight 7 Write up: Intermittent rudder drift

Correction: At this time, the Article went in for 100 hour inspection. At this time, many components were replaced due to time change requirements.

Flight 8 No Write ups on Test Flight. Since this flight, we have had five flights on this article with no autopilot write ups. Upon receipt of this Article, it did require much "cleaning up" of minor problems in order to staisfy [redacted] 25X1A

25X1A [redacted] our local mission.

b. Summary of Flights on Article 352:

Flight 1 No Write ups

Flight 2 No Write ups

Flight 3 No Write ups

Flight 4 Write up: Slow to recover from turns

Correction: Recalibrated aileron axis (Trouble did not re-occur)

Flight 5 Write up: Run-away down trip

Correction: Recalibrated trim servo amplifier

Flight 6 No Write ups

Flight 7 No Write ups

Flight 8 Write up: Article nosed down, appearing to be run-away axis

Correction: At this time I suspected a GCG. problem because both nose down conditions had occurred with approx 500 gallons of fuel remaining. We increased ballast to 50 pounds.

Flight 9 No Write ups. Pilot did use full nose up trim, thus we reduced ballast to 20 lbs

Flight 10 Write up: Article nosed down with approximately 400 gallons fuel remaining.

Correction: Found pitch clutch torque low--increased to 55 lbs

Flight 11 No Write up: Pilot did use full nose down trim and did notice an excessive load on the yoke at approximately 400 gallons remaining fuel. I suggested using 30 lb ballast.

Article then sent to IRAN

c. All trim problems with Article 352 were occuring at approximately 500 to 400 gallons remaining fuel lod. It is my opinion that due to improper C.G., there was not enough trim available. This caused excessive loads on the system and the clutch was slipping at this time. I feel that when the Article is weighed after IRAN and a new basic weight is established the problem will be eliminated.

d. Replacement Parts: During the 100 hour inspection I returned two items drawn from stock:

(1) Mach Sensor Control - found a weather checked hose

(2) Pitch Trip Control - could not calibrate the unit to within the proper range.

These are isolated cases, as most parts received have been acceptable. The problem with the items has been noted on the repairable tags attached to the repairable items.