	Approved For R	elease 2000/09/11 : C	IA-RDP71B002	263R0002	er accamine i camini na graciani più i ci i considerazione
DA	· · ·	SECR	E I		10
		े १८विमा असे गोलस्की स्टार्ट राज्य स्थापना ग्रेग (संशोधका	ti. an make kelaja tajan ki amal jang pelajan kelaja tahun dan tajan di kelajan kelajan dan selajan kelajan da	3	11 12
	agrando fina i um pasto nos tipolograpas materios mineros independir an interior de labelar an monte estado de Como agrando i el agrando de como el apartida primero pera como el procesión de apartido terresta del proceso d	inger o stander i de en marinere et al antier et sond en marinere et antiere et a sond antiere et antiere et a Marinere et sond et al antiere et	er de salter enderskeler i salten der tre en entre en de skalten erhelte salte en e En en	5	13
40	,				14 15
इसर	SM()			8	[16]
ÉL	TION:			And the second s	
ħ#	•		•		
					,
	IN73369	OPS 1	1-10	•	M 10.1
ro		BriQ	er statistische Mitter im mitte statische Andreas (nach Mitter von Antennach Anten	atter i Northeighe man med er pelletinger kreisper ogsån ger og er pelletinger Styrender styringer (må 1946) i gref på 1946 ogsån gjet ogsånderskelle	
X1A6c	SECRET 186	0743Z CITE 495	52		
X1A6c X1A6c	IMMEDIATE	INFO			
<1A2g	OPERA	ATIONAL			
	Ac INCIDENT RI	EPORT			
	1, 385				
X1A9a	2.	(MSN HT-67-201)			
		NUMBER 610398) FUI	EL CONTROL C	NBR 3966	4).
	4. DESCRIPT			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
1 -	A. FLIGHT	SCHEDULED AS HIGH	H ALT PROFICE	(ENCY.	
		JRATION 3:40, SYSTE		-	
		DRAG CHUTE. DUR	•		
		SINE FLAMED OUT AT			
		STARDED TO IDLE. E	,		
		T, NORMAL SYSTEM,			
		I SFO PATTERN WITHO			
		REPORTED THAT THRO			
		E ON AT LEAST 8 OC			AME OUT
					MUE UUle
	INVILL WAS AL	SO RETAR ded to id s e c		EXCLUDE FATIG	HOUP I D FROM AUTO- DOTHERADING LASSIFICATION
	Annreved For P	elease 2000/09/11 :- C	JA-RDP71R00	263R0002	200130019-4

Approved For Release 2000/09/11: CIA-RDP71B00263R000200130019-4

25X1A6c

IN73369 49523

SECRET PAGE 2

WHEN IN SEC PATTERN AFTER LANDING WAS ASSURED. IDEL RPM REPORTED 41 TO 42 PERCENT.

- C. THIS FLIGHT WAS THIRD FLIGHT SINCE ENGINE CHANGE. (FLI TIME PRICE TO FLAME OUT WAS 9:05) ENGINE WAS NOT SHUT DOWN DUPING TOF. IDEL RPM WAS SET FROM 44 PERCENT TO 45.5 PERCENT DURING ENGINE TRIM SUBSEQUENT TO FCF. NO DISCREPANCIES REPORTED ON SECOND FLT. PILOT UNABLE TO RECALL IDLE REM.
- 5. CAUSE: NOT YET DETERMINED. CORRECTIVE ACTION: FUEL CONTROL WILL BE REPLACED WITH FULLY TESTED FUEL CONTROL (FC NUMBER 35115 FROM ENGINE NUMBER 610397). ENGINE RUN UP. SHOWED RPM WITHIN LIMITS (44.1-45.7 PERCENT DEPENDENT UPON ABRUPTNESS OF THROTTLE MOVEMENT). S E C R E T TOR: 180309Z MAY 67

SECRET