

DATE

SECRET

1		9
2		10
3		11
4		12
5		13
6		14
7		15
8		16

TO

FROM

ACTION

INFO

IN73369

OPS 1-10

10.1

TO

INFO

CITE

25X1A6c

SECRET 180743Z CITE [REDACTED] 4952

25X1A6c

IMMEDIATE [REDACTED] INFO [REDACTED]

25X1A6c

25X1A2g

OPERATIONAL

Ac INCIDENT REPORT

1. 385

25X1A9a

2. [REDACTED] (MSN HT-67-201)

3. ENGINE (NUMBER 610398) FUEL CONTROL (NBR 39664).

4. DESCRIPTION:

A. FLIGHT SCHEDULED AS HIGH ALT PROFICIENCY, ALT PLUS 18, DURATION 3:40, SYSTEMS 9B,12B,13C,0/S, DELTA, T-35 AND DRAG CHUTE. DURING DESCENT (3:10 AFTER T.O.) ENGINE FLAMED OUT AT 14,000 FT WHEN THROTTLE WAS RETARDED TO IDLE. ENGINE WAS RESTARTED ON FIRST ATTEMPT, NORMAL SYSTEM, RPM 22 PERCENT. ACFT WAS LANDED FROM SFO PATTERN WITHOUT INCIDENT.

B. PILOT REPORTED THAT THROTTLE HAD BEEN RETARDED TO IDLE ON AT LEAST 8 OCCASIONS PRIOR TO FLAME OUT. THROTTLE WAS ALSO RETARDED TO IDLE WITHOUT INCIDENT

SECRET

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

25X1A6c

INT3369 [REDACTED] 4952)

S E C R E T

PAGE 2

WHEN IN SFC PATTRON AFTER LANDING WAS ASSURED. IDEL RPM REPORTED 41 TO 42 PERCENT.

C. THIS FLIGHT WAS THIRD FLIGHT SINCE ENGINE CHANGE. (FLT TIME PRIOR TO FLAME OUT WAS 9:05) ENGINE WAS NOT SHUT DOWN DURING TCF. 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 RPM.

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: 180809Z MAY 67

S E C R E T