

CLASSIFIED MESSAGE

ROUTING

~~TOP SECRET~~

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

16.11

IMMEDIATE

TIME :

TO :

FROM :

ACTION:

INFO :

IN 99507

OPS 1-10

TO :

INFO

CITE

25X1A6c ~~TOP SECRET~~ 120705Z CITE [REDACTED] 0002

25X1A6c IMMEDIATE [REDACTED]

25X1A2g [REDACTED] IDEALIST [REDACTED]

25X1A6c REF [REDACTED] 0001, [REDACTED] 2304

1. NOT ABLE TO FURNISH PRECISE DATA REQUESTED BY [REDACTED] 2304.
2. AT POSITION 200 MILES OUT, THE FUEL COUNTER READING WAS 135 GALLONS. AT THIS TIME THE 50 GAL LOW LEVEL LIGHT CAME ON.
3. THE PROBLEM WAS ANALYZED AS A FUEL FEEDING SITUATION. (FYI WE HAVE EXPERIENCED THIS PROBLEM IN THE PAST). TO BE SAFE WE 25X1A2g DECLARED AN EMERGENCY AND POSITIONED THE KC-135 BEHIND [REDACTED] WE ALSO HELD [REDACTED] AT PLUS 20 UNTIL 50 MILES OUT. AT 50 MILES OUT THE FUEL COUNTER READ 115 GALLONS AND THE 50 LOW LEVEL LIGHT REMAINED ON, HOWEVER THE 15 GALLON LOW LEVEL NEVER DID COME ON.
4. DUE TO ADVERSE WINDS (CROSSWIND COMPONENT OF 22 MPH ON THE PRIMARY 25X1A2g RUNWAY) WE LANDED [REDACTED] ON THE 6000NW-SE TAXIWAY WHICH WAS INTO THE WIND. LANDING WAS WITHOUT INCIDENT.

~~TOP SECRET~~

GROUP 1
EXCLUDED FROM AUTOMATIC DOWNGRADING AND
DECLASSIFICATION

25X1A6c

IN 99507 ([REDACTED] 0002)

~~TOP SECRET~~

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25X1A6c
25X1A2g
25X1A6a
25X1A6a
25X1A6a

5. RFF [REDACTED] 2304, AS PROGRAMED 103 GALLONS OVER [REDACTED] AT [REDACTED] WITH A GO-NO GO OF 550 GALLON AT [REDACTED] AT [REDACTED] THE ARTICLE HAD 551 GALLONS REMAINING. AT ALL CHECK POINTS, THE CURVE RAN TWO TO THREE GALLONS ABOVE THE LINE.

6. RECOMMENDATIONS CONCERNING CORRECTION FOR OUR LOWLEVEL SIGHT PROBLEMS SHOULD BE MADE A MATTER OF STUDY ON OUR RETURN.

~~TOP SECRET~~ TOR: 120939Z JAN 67

~~TOP SECRET~~