

Approved For Release 2000/08/26 : CIA-RDP71B00590R000100050021-8

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IN 68150

EXA 1-20

TO

SECRET 212120Z CITE 6417

CITE

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FOR COL SHELTON FROM

REF THE FLAME OUT WHICH OCCURRED DURING FLT 180 ACFT 128. INVESTIGATION HAS ESTABLISHED THE CAUSE OF THE FLAME OUT BUT THE EXACT DISCREPANCY WHICH STARTED THE CHAIN OF EVENTS IS STILL UNDETERMINED. THE MAINTENANCE RECORDER INDICATED A DISTRUBANCE ON THIS AND TWO PREVIOUS FLTS WHICH COULD BE ATTRIBUTED TO EITHER AN INLET ROUGHNESS OR ENGINE STALL. ON THE PREVIOUS FLTS THE DISTRUBANCE WAS NOT SEVERE ENOUGH TO REQUIRE PILOT ACTION. ON FLT 180 THE PLT ACTUATED THE RESTART SWITCHES, WHICH IS A NORMAL PROCEDURE, AND THE ENGINE FLAMED OUT. IF THE ENGINE WERE STALLED AT THIS POINT WITH THE AFT BYPASS DOOR 50 PERCENT OPEN AND THE FORWARD BYPASS DOORS ARE OPENED WITH THE RE-START SWITCH A FLAMEOUT WOULD LIKELY OCCUR. HOWEVER, A SUBSEQUENT DESCENT WAS ACCOMPLISHED WITH A HIGHER POWER SETTING WITHOUT INCIDENT. SINCE A HIGHER POWER SETTING

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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WOULD NORMALLY AGGRAVATE A COMPRESSOR STALL THIS CONFUSES THE ISSUE. THE ENGINE BLEED DOORS WERE INSPECTED AND FOUND O.K. SINCE THE MALFUNCTION COULD NOT BE IDENTIFIED, THE ACFT WAS FLOWN AGAIN WITH A ROUTE WHERE THE DESCENT WAS ACCOMPLISHED OVER THE AIR FIELD AND THE PLT WAS BRIEFED THAT WHEN THE DISTURBANCE OCCURRED TO FIRST RETARD POWER, ASSUMING A COMPRESSOR STALL, AND IF ROUGHNESS CONTINUED TO CLOSE THE AFT BYPASS DOOR THEN ATTEMPT INLET RESTART. THE DISTURBANCE REPEATED AND IT WAS NECESSARY TO OPEN THE FORWARD DOORS TO CLEAR THE ROUGHNESS. THIS INDICATES THAT THE INLET CONTROLS ARE PROBABLY NOT SCHEDULING PRECISELY AND PERHAPS THE FLAME OUT CAN BE EXPLAINED BY ASSUMING THAT ON FLT 180 AN UNSTART OCCURRED FOLLOWED BY ENGINE STALL. THIS IS SOMEWHAT UNUSUAL BUT IS A DEFINITE POSSIBILITY. THE INLET CONTROLS WILL BE THOROUGHLY CHECKED AND REWORKED AS REQUIRED BEFORE THE NEXT FLT. IT APPEARS THAT WE MAY HAVE TO MODIFY OUR EMERGENCY PROCEDURES A BIT BUT MUST STUDY THE MATTER A LITTLE FURTHER FIRST. THE BASIC PROBLEM WITH PROCEDURE IS THAT IT IS ALMOST IMPOSSIBLE TO DISTINGUISH AN INLET UNSTART FROM AN ENGINE STALL DURING THIS POINT IN THE DESCENT. WILL USE ALL DUE CAUTION UNTIL THE PROBLEM IS DEFINITELY RESOLVED.

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