

25X1A2g

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CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

25X1A2g

COUNTRY Greece

REPORT

SUBJECT Utilization of US-Furnished Tactical Aircraft - T-33

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SOURCE

1. Operational Data

- a. During the month of August 1954, the Royal Hellenic Air Force, Athens, Greece, continued to utilize the US T-33 aircraft in training cadets and commissioned officers in jet transition, instrument, night flying, and battle tactical flying. There were no special missions flown. Flight time for the month was governed by a high training program commitment. Flying started as early as 0530 hours and continued into the night. Many aircraft flew six missions a day which accounted for the high average flying time for the month. Weather conditions were ideal.
- b. The average flight time for assigned aircraft record which was established in May was broken by 30 minutes with the August record average of 98:28 hours. This may be an activity record. The eleven assigned T-33 aircraft flew 1081:30 hours. This figure looks even better when it is realized one aircraft was out of commission for parts the entire month, which meant that the other aircraft had to fly 108:09 hours each in order to establish the new record.
- c. Two major maintenance problems occurred during the month of August. The first was cockpit pressurization failure on three aircraft. The other maintenance problem occurred as the result of a collapsed nosegear. The landing gear locking solenoid switch was actuated with the power on the ship, which resulted in the gear handle raising when the mechanic pulled the seat strap to recover his tools. As a result of this accident, all aircraft were inspected for proper adjustment of the locking solenoid switch.

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2. Maintenance and Repair Data

- a. The personnel problem has eased. The third group of mechanics began the Mobile Training Unit training course. The first group to finish this course returned to their work at Elefsis. Some of this first group of Greek students have become instructors in the Mobile Training Unit with US Air Force instructors standing by to assist if necessary.
- b. The supply picture for the month is not clear from the out-of-commission-for-parts rate of 11.6 percent. This low rate was made possible because many items were removed from the grounded aircraft in order to keep other aircraft flying. At the end of August 1954, three aircraft were out of commission for various parts. These three T-33 are in the repair hangar and are receiving first priority as far as work orders are concerned. This is not helping much because two of the aircraft need new wings and a third is delayed because of improper heat treating of newly hand-formed parts. These parts had to be made over again. The supply of parts has been very slow and each individual item is often traced for several days.

3. Accidents

- a. One T-33 was damaged on take-off when it settled back to the runway momentarily after the landing gear had been retracted. The damage to the aircraft was slight considering the possible heavy damage which could have occurred. The inner doors were ground off about four inches at the front, the aft section was scraped from the lower identification light to the skid pad, three bulkheads were slightly damaged, and the lower landing gear doors were damaged on the aft end. An aft section from one of the aircraft out-of-commission-for-parts was fitted and doors were borrowed from still another aircraft and the airplane is in the air again.

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