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VIA AIR
(Specify Air or Sea Pouch)

DISPATCH NO.

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CLASSIFICATION

= 8 JUL 1958

TO Headquarters

DATE _____

FROM

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SUBJECT { GENERAL Operations
 { SPECIFIC

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a. Unit and mission number: 2009

b. Conclusions:

- (1) Estimate of mission success. Success of mission poor.
 - (2) Lessons learned from mission and other comments. See paragraphs c(4); d(1)(3)(4).
 - (3) Recommendations. None
- c. Comment on adequacy of support items.
- (1) Air rescue - Air rescue facilities although available were not required on this mission.
 - (2) Pipeline or supply support - Supply support has greatly improved during the past two weeks, especially in the FAK items of the photo equipment previously requisitioned. Local resupply of expendible FAK items has been very successful. Readiness of this mission was not delayed due to supply factors.
 - (3) Base facilities - Continue to be very adequate.
 - (4) Target and intelligence data - Briefing and de-briefing of the pilot were carried out on schedule. No major discrepancies are apparent except for lack of defensive air order of battle information. to properly brief pilots of possible air defense areas. The location of Tactical Air Armies and PUD strong units should be forwarded for utilization by this unit.

No special pilot information concerning target or intelligence data was acquired during this mission. The pilot reported little air activity noted principally from contrails.

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- (5) Internal security - Internal security has been no real problem to date.
- (6) Coordination with Air Defense Command - Procedures for coordination with the Air Defense Command of this theatre have been established through QKOURRY.
- (7) Coordination with [redacted] - Specific information required by [redacted] and [redacted] was provided prior to the launching of this mission to preclude inadvertent alerts or scrambles during the conduct of this mission.
- (8) Other pertinent items - None.

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d. Comment or effect of following on success of the mission.

- (1) Aircraft maintenance and supplies - no real problems during the conduct of the mission.

ELECTRONICS

Electronics results showed a definite contrast between this mission and mission A-2003. During mission 2003 continuous signals were received. While on this mission there were periods of one-half hour or greater where no signals were recorded. Maximum signal strengths at Radome were approximately two to four milliwatts per square meter. This signal was received about 3:15 to 3:30 hours after take-off. This signal was continuous and sounded more like a "tinkling-bell" than a radar signal. The probability exists that it could be a pulse communications.

- (2) Communications presented no real problems during the conduct of this mission.
- (3) Photography and photographic equipment - The pilot reported that all three (3) camera indicator lights went out after 20 minutes of operation. The mission was continued utilizing the tracker for a total of six (6) hours. Operation of the tracker was satisfactory and approximately 650' of 70mm was exposed. A duplicate positive print was made. Post flight check of the [redacted] substantiated the report of maloperation during flight. This was evidenced by failure of the IMC motor to drive the mount, thus resulting in no shutter trip pulses and consequently no exposures or indicator pulses to the A-B-C lights. A detailed inspection into the cause of this malfunction indicated that the IMC motor drive shaft or armature was frozen tight. This could be caused by either a defective bearing or a shorted and overheated armature which had thrown solder thus allowing it to freeze against the field poles. The associated parts of this IMC drive mechanism were inspected, operated and found to be in a normal satis-

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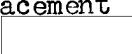
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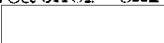
factory condition. This is the first malfunction of this type to be recorded. Past history of this particular  (Ser. 2) is as follows:

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Mission A-1014	USCM	OK	A/C 8	(174)
Mission A-1019	USCM	OK	A/C 7	(169)
Mission A-2003	Oper	OK	A/C 8	(174)
Mission AM 56-4	Test	OK	A/C 6	
Mission AM 56-19	Test	OK	A/C 8	
Mission A-2009	Oper	N.G.	A/C 8	(IMC motor failure)

Sixty (60) exposures were made with each camera prior to maloperation. Due to the short lengths of film, no sample clips were taken. Individual camera operation appeared satisfactory however, a replacement IMC assembly was requisitioned by telephone from the FAK in the  and the defective unit will be shipped to the factory for further inspection and overhaul. Considerable moisture was evidenced on the hatch windows and the tracker on post flight inspection, however no oil was noticed. The periscope was reported to have fogged over in parts after the A/C was reaching altitude and remained thus throughout the remainder of the flight. This unit was purged on preflight, however there must still remain sufficient moisture within the optics to allow a slight condensation to form. As this effect has been reported on many of the recent missions, this condition is being brought to the attention of the manufacturer for further action. Nitrogen flushing of this unit is currently being performed which should help to eliminate this problem.

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- (4) Weather - The weather enroute was found to be in excess of the forecasted weather. (See  for this mission and the attached weather report.) 25X1
- (5) Navigation - Deviations from the planned courses were caused by the pilot missing check points partly obscured by clouds and the encountering of similar check points within a given area. This caused pilot to assume an erroneous course, causing flight line deviation of up to 28 miles. Pilot also reported that the maps being utilized are not reliable. Pilots are now briefed to fly the planned route, i.e., flying ETA and course especially in areas where terrain does not afford prominent type check points.
- (6) Flight Planning - See paragraph d(5).
- (7) Flight following - See paragraph d(5).

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(8) Tactics - No comment.

(9) Other pertinent items - No comment.



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ATTACHMENTS:

1. Field Engineering Report Mission 2009
2. Documentation of Flight (Wea)

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