

SECRET

2300Z 16 DEC 64

25X1

: DIRECTOR

FROM :

TO :

FO :

25X1

25X1

TOR: 0030Z 17 DEC 64

ROUTING INT

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ROUTINE

IN 63076

05A1-15

INFO

CITE

25X1

POSTED  
m.p.

25X1

1. FLIGHT NO 46, ARTICLE 1001, FLOWN WED 16 DEC 1964
2. PILOT: [REDACTED]
3. DURATION: 0:45 HRS, TOTAL TIME: 55:55 HRS
4. MAX SPEED REACHED: 1.55 NM, MAX 45,000 FT
5. T.O. WEIGHT 116,000, C.G. 22 PERCENT
6. CONFIGURATION: SAME AS PREVIOUS FLIGHT EXCEPT - A. LEFT ENG SER 257 REMOVED AND REPLACED WITH SER 218. B. ENG SER NOS 218 (LH) AND 211 (RH) BOTH HAVE HEAVY SECOND STAGE ROTOR DISC, HENCE DO NOT HAVE 2.8 MACH LIMIT RECENTLY IMPOSED ON LIGHT DISC ENGINES. C. LEFT INLET CONTROL SER 24507 REMOVED AND REPLACED WITH SER 24508 TO REMOVE POSSIBLE CAUSE OF YAW OSCILLATIONS EXPERIENCED AT HIGH MACH ON LAST FLIGHT.
7. OBJECTIVES: ACCELERATION TO MAX MACH. EVALUATION OF 425 KEAS CLIMB SCHEDULE. INS EVALUATION.
8. INS DISTURBED AT TRANSFER TO VEHICLE POWER PRIOR TO TAXI OUT. SYSTEM TURNED OFF AND NOT USED IN FLIGHT. CAUSE WILL BE

USAF review(s)  
completed.

SECRET

GROUP 2  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

25X1

[REDACTED] (IN 63076)

S E C R E T

PAGE TWO

INVESTIGATED. (FCS NOT INSTALLED EXCEPT FOR COMPUTER, WHICH IS REQUIRED FOR INS OPERATION).

9. CLIMB WAS PROGRESSING ON 425 KEAS SCHEDULE WHEN RH MAIN LANDING GEAR DOWN AND LOCKED GREEN LIGHT CAME ON. THE PILOT DISCONTINUED THE ACCELERATION. GEAR WAS RECYCLED SUBSONICALLY AND LIGHT OPERATION RETURNED TO NORMAL.

10. ACCELERATION WAS INITIATED AGAIN AND THE GEAR LIGHT ILLUMINATED ONCE MORE, AT 1.55 MACH THIS TIME. UNCERTAINTY OF EVENTS CAUSING THE LIGHT PROMPTED PILOT TO TERMINATE ACCELERATION EFFORTS.

11. THE YAW OSCILLATIONS AT HIGH MACH ON LAST FLIGHT HAVE NOT BEEN COMPLETELY EXPLAINED AS YET. IT IS FELT THAT INLET SPIKE OR DOOR CYCLING CAUSED THE OSCILATION, BUT THAT SAS WAS NOT FUNCTIONING IN THE MANNER IT SHOULD. TO CHECK ON SAS THIS FLIGHT THE PILOT APPLIED RUDDER KICKS AT APPROX 1.2 M AFTER DISCONTINUING THE ACCEL. TWO CYCLES TO DAMP OBSERVED WITH YAW SAS OFF, ONE HALF CYCLE SAS ON, INDICATING SAS WAS FUNCTIONING ON THIS FLIGHT AT THE LOW MACH NUMBER CHECKED.

12. LANDING GEAR CONDITION CHECKED BY OTHER PILOT WHEN VEHICLE RETURNED TO VICINITY OF BASE. GEAR APPEARED TO BE UP AND LOCKED, WHILE GREEN LIGHT STILL ON AND GEAR HANDLE IN UP POSITION. BELIEVE TROUBLE TO LIE IN THE SWITCH LOCATED IN THE RH MLG RETRACTION CYCLINDER.

13. LANDING UNEVENTFUL. DPAG CHUTE OPERATION SATISFACTORY.

14. PLANNING TO CORRECT DISCREPANCIES AND TRY AGAIN

TOMORROW FOR ENVELOPE EXTENSION TO MAX MACH.