

Home

S E C R E T

IN 32001

TOR 201517Z JAN 69 RLP

S E C R E T 200940Z JAN 69 CITE [REDACTED]

25X1A

PRIORITY [REDACTED]

INFO [REDACTED]

25X1A

NO NITE ACTION

25X1A

IDEALIST [REDACTED]

SWAP SHOP X

1. INCIDENT WITH 057 [REDACTED] DOES NOT APPEAR TO BE FULLY EXPLAINED BY ONLY A FUEL LEAK. ALTHOUGH THE AIRCRAFT CHECKED OUT SATISFACTORILY ON THE GROUND AND A TEST FLIGHT, [REDACTED] PERSONNEL

[REDACTED] FEEL THE INABILITY TO ACCELERATE THE ENGINE IS NOT EXPLAINABLE BY THE KNOWN FACTS. YOUR REVIEW OF THE FACTS AND COMMENTS ARE SOLICITED.

2. PILOTS STORY FOLLOWS: AFTER T/O FROM HICKAM, AROUND 35M FT, AT 620 DEGREES EGT FELT A FEW SURGES IN THE AIRCRAFT BUT SAW NOTHING ON THE INSTRUMENTS. THROTTLE WAS RETARDED TO 585 DEGREES EGT, AIRCRAFT SMOOTHED OUT SO THROTTLE LEFT THERE UNTIL RETARDED FURTHER TO MAINTAIN FERRY CRUISE EPR. FUEL CONSUMPTION TRACKED CURVE VERY WELL. FOR DESCENT THE THROTTLE WAS RETARDED TO IDLE AND BLEED VALVE SWITCH PLACE IN OPEN POSITION. THROTTLE LEFT IN IDLE UNTIL PITCH OUT IN THE PATTERN AT ALTITUDE OF ABOUT 1000 FT. AIRSPEED WAS AROUND 90 KTS SO THROTTLE WAS INCHED FORWARD FOR MORE POWER. RPM WAS 53 PERCENT AT THIS TIME. NO INCREASE WAS NOTED AND THROTTLE WAS ADVANCED TO FULL

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OPEN WITH NO ENGINE RESPONSE. THROTTLE WAS RETARDED TO IDLE THEN AHEAD TO ABOUT 1/4 THROTTLE AND EMERGENCY FUEL CONTROL SELECTED. AS SOON AS EMERGENCY WAS SELECTED THE ENGINE QUIT IMMEDIATELY. RELIGHTING WAS ATTEMPTED BUT WAS UNSUCCESSFUL. FLAME OUT LANDING WAS MADE. THROTTLE WAS NOT RETARDED TO CUTOFF UNTIL AFTER AIRCRAFT HAD STOPPED.

3. MOBIL OFFICER AND OTHER GROUND PERSONNEL DID NOT SEE ANY FUEL COMING FROM AIRCRAFT IN FLIGHT EITHER ON INITIAL APPROACH DIRECTLY OVERHEAD WHEN ENGINE WAS ONLY RUNNING 53 PERCENT OR AFTER ENGINE HAD FLAMED OUT. WHEN THEY REACHED THE AIRCRAFT ON THE RUNWAY THE BOTTOM OF THE AIRCRAFT WAS WET WITH FUEL. THE ENGINE COMPARTMENT WAS DRENCHED WITH FUEL AND A SUBSEQUENT MOTORING OF THE ENGINE DISCLOSED THE SOURCE OF THE LEAK.

4. THE CORRECTIVE ACTION WAS REPLACEMENT OF THE FUEL LINE TO THE P AND D VALVE, INSPECTION AND SAFETYING OF OTHER CONNECTIONS AND A SUBSEQUENT ENGINE RUN AND TEST FLIGHT.

5. QUESTIONS HERE ARE:

A. COULD A FUEL LEAK OF ENOUGH MAGNITUDE TO PREVENT ANY ENGINE RESPONSE CONCEIVABLY NOT HAVE FUEL OR VAPORS LEAVING THE AIRCRAFT?

B. HAVE ANY SIMILAR CASES OF LACK OF ENGINE RESPONSE AT LOW

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ALTITUDE BEEN EXPERIENCED?

C. COULD THE FLAMEOUT AT SWITCHOVER HAVE BEEN CAUSED BY SOMETHING OTHER THAN THE FUEL LEAK?

END OF MSG