

CLASSIFIED MESSAGE

DATE 0130Z 8 JAN 63

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b)(1) > 5Yrs

FROM : [ ]

ACTION: OSA (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

TOR 0209Z 8 JAN 63

*ABORT*  
*Red*

*UEIQC*

PRIORITY

IN 61613

TO PRITY [ ]

INFO

CITE [ ]

7577

OX CART

NO NIGHT ACTION

1. ACFT NBR 124 MADE FLIGHT NUMBER 1 ON 7 JAN 63 FOR 20 MINUTES. TAKE OFF AT 15:06 LOCAL TIME, GROSS WEIGHT 74,500 LBS, CG 20.0 PER CENT. PILOT BILL PARKS.

2. TAKE OFF AND CLIMB IN AFTERBURNER. APPROXIMATELY 1 MINUTE AFTER TAKE OFF, CHASE ACFT AND TOWER REPORTED LIQUID COMING OUT OF THE NBR 1 ENGINE. AFTERBURNER TERMINATED ON BOTH ENGINES AND CLIMB CONTINUED TO 20,000 FT USING MILITARY POWER. DURING CLIMB, LEFT HYDRAULIC SYSTEM STARTED TO FLUCTUATE INDICATING LIQUID LOST WAS HYDRAULIC FLUID. ACFT WAS OSCILLATING Laterally, WHICH CAUSED THE PILOT TO SHUT OFF ROLL DAMPERS. APPROXIMATELY 10,000 LBS OF FUEL WAS DUMPED DURING RETURN TO BASE. NORMAL LANDING WAS ACCOMPLISHED USING SLIGHTLY HIGHER THAN NORMAL SPEED ON FINAL APPROACH. TOUCHDOWN AT 145 KIAS, BRAKES AND CHUTE WORKED SATISFACTORILY. NO BUFFETING OR UNUSUAL CHARACTERISTICS NOTED DURING FLIGHT.

*ABORT*

*A/C  
Hyd Pinf  
Seal Leak*

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

~~SECRET~~

[REDACTED] 7577 (IN 61613)

PAGE TWO

MAXIMUM SPEED AND ALTITUDE ATTAINED WERE 350 KEAS AND 20,000 FT. CAUSE OF HYDRAULIC FLUID LEAK UNDETERMINED AT THIS TIME. NEXT FLIGHT SCHEDULED FOR 9 JAN 63.

3. DURING TIME FUEL WAS BEING DUMPED, ACFT 124 AND F-101 CHASE WERE IN A RIGHT TURN AT 8,000 FT APPROXIMATELY 15 MILES TO NORTHEAST OF BASE. AS THE [REDACTED] AND F-101 APPROACHED A SOUTHEAST HEADING AND NORMAL DOWNWIND LEG POSITION FOR LANDING ON RUNWAY 32, A T-39 ACFT WAS OBSERVED BY TOWER PERSONNEL TO BE FLYING AT 9 O'CLOCK POSITION RELATIVE TO THE [REDACTED] AND 3 TO 5 MILES OUT. THE T-39 WAS FLYING A PARALLEL COURSE AT APPROXIMATELY THE SAME ALTITUDE AS THE [REDACTED]. THE T-39 WAS NOT OBSERVED BY THE [REDACTED] OR F-101. AFTER THE [REDACTED] LANDED, THE F-101 INTERCEPTED THE T-39 AT [REDACTED] AND OBSERVED THE TAIL NBR (3477). NELLIS COMMAND POST WAS NOTIFIED IMMEDIATELY AND IT WAS DETERMINED THAT THIS WAS THE ONLY T-39 AIRBORNE AT THE TIME. SINCE GEN HUBBARD WAS ON LEAVE, ASSISTANCE WAS REQUESTED FROM NELLIS O.S.I. O.S.I. PERSONNEL MET THE T-39 ACFT AND DEBRIEFED THE PILOT AND STUDENT CREW. ALL PERSONNEL DISCLAIMED SIGHTING ANYTHING UNUSUAL. THIS WILL BE FOLLOWED UP WITH GEN HUBBARD UPON HIS RETURN.

END OF MESSAGE

~~SECRET~~