

CLASSIFIED MESSAGE

DATE 2236Z 29 DEC 62

~~SECRET~~

1	4
2	5
3	6

TO DIRECTOR

EO 12958 3.3(b) (1) >25 yrs

FROM []

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

INFO S/C (11)

TOR: 2253Z 29 DEC 62

ZEIAC

PRIORITY

IN 60747

About
CSID Failure - About

TO PRITY []

OXCART []

NO NIGHT ACTION

CITE [] 7451

1. ARTICLE 123 MADE FLIGHT 27, 29 DEC 62 AT 0915 HOURS
 [] DURATION 2 HOURS AND 16 MINUTES. PILOT JIM EASTHAM. TAKEOFF GROSS WEIGHT 90,000 POUNDS, CG 20 PERCENT. MAXIMUM ALTITUDE 40,000 FEET, MAX SPEED .86M. F-101 CHASE. PURPOSE OF FLIGHT INS TESTS WITH IDENTICAL PROGRAM TO FLIGHT 25. THIS PROGRAM CALLS FOR TWO PASSES AROUND A TRIANGULAR COURSE TOTALLING APPROX TWO AND ONE HALF HOURS FOLLOWED BY A SHUTDOWN AND REFUELING FOR TWO HOURS AT [] WHILE INS CONTINUE TO OPERATE ON GROUND POWER, FOLLOWED BY ANOTHER IDENTICAL TWO AND ONE HALF HOUR FLIGHT. TOTAL CONTINUOUS RUNNING TIME ON INS, FROM START-UP TO SHUT-DOWN IS 8 TO 9 HOURS. THEY WILL CONTINUE TO RUN THIS TYPE OF PROGRAM UNTIL INS CHECKS OUT SATISFACTORILY.

2. THIS FLIGHT PROCEEDED WITHOUT INCIDENT THROUGHOUT THE FIRST PASS AROUND THE COURSE AND THE INS PERFORMED FAIRLY SATISFACTORY WITH A MAXIMUM ERROR IN DISTANCE TO GO OF 2 N.

APPROVED FOR RELEASE
DATE: AUG 2007

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7461 (IN 60747)

PAGE TWO.

MILES AND SOME SLIGHT DRIFT IN AZIMUTH. HOWEVER, DURING THE SECOND PASS THE DISTANCE TO GO WAS OFF AS MUCH AS 9 N. MILES AT THE THIRD CHECK POINT AND THE AZIMUTH NEEDLE HAD DRIFTED OFF UP TO 20 DEGREES BOTH LEFT AND RIGHT OF COURSE DEPENDENT UPON AIRCRAFT HEADING. IN ADDITION, A MALFUNCTION IN THE CSD UNIT RESULTING IN COMPLETE LOSS OF OIL CAUSED SHUTDOWN OF THE LEFT ENGINE AND IMMEDIATE SINGLE ENGINE LANDING. THE LANDING WAS EXCELLENT AND WITHOUT INCIDENT. FURTHER FLYING WAS CANCELLED FOR TODAY AS THE ENGINE MUST BE PULLED TO CHECK THE CSD AND THE GENERATOR.

3. THERE ARE NO DEFINITE FLIGHT SCHEDULES FOR NEXT WEEK, AT THIS TIME.

-END OF MESSAGE-

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