

CLASSIFIED MESSAGE

DATE 282211Z DEC 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b) ( ) >25

FROM :

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

INFO : S/C (11)

TOR 282228Z DEC 62

*ZE19C*

PRIORITY

IN 60643

*POD*

TO PRITY

INFO

CITE

7440

OXCART

1. I SPOKE WITH ED MARTIN, LARRY BOHANNON AND KELLY JOHNSON ABOUT THE PROBLEM OF THE INVERTED SCREWS IN THE PRIMARY FLIGHT CONTROL MIXER UNIT. APPARENTLY BOHANNON AND KELLY READ THE RIOT ACT TO MARTIN, BOEHME AND COMPANY CONCERNING THE BASIC DESIGN AND A FIX IS UNDERWAY WHICH CONSISTS PRIMARILY OF A LOCKWIRED RETAINER RING TO PREVENT ALL SCREWS IN THIS ASSEMBLY FROM FALLING OUT SHOULD THEY LOOSEN. DESIGN SUCH AS THIS IS IN DIRECT VIOLATION OF THE AIR FORCE HANDBOOK AND FAA REGULATIONS, BUT APPARENTLY THESE REQUIREMENTS ARE BYPASSED WHENEVER THEY CONFLICT WITH LAC DESIGN. THEY ALSO USE LOCKNUTS IN PRIMARY FLIGHT CONTROLS RATHER THAN LOCK WIRE OR COTTER KEYS. I PERSONALLY WOULD NEVER APPROVE SUCH INSTALLATIONS.

2. HOWEVER, LAC FEELS THE PROBLEM IS SERIOUS ENOUGH (WE ALMOST LOST AN AIRCRAFT) THAT THE ENTIRE MECHANICAL, ELECTRICAL, AND HYDRAULIC SYSTEMS ARE BEING REVIEWED TO DETERMINE IF OTHER POTENTIAL HAZARDS OCCUR AND TO CORRECT SAME.

END OF MESSAGE

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

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