

CLASSIFIED MESSAGE

DATE

1953Z 09 MAY 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

PD-2E19C

OPERATIONAL IMMEDIATE

TO : DIRECTOR

EO 12958 3.3(b) (N)

FROM :

[Redacted]

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

INFO : S/C (11)

DAK

TOR 2019Z 09 MAY 62

RYBAT

OPERATIONAL IMMEDIATE

IN 36297

File

4510

TO

OPIM

INFO

RYBAT OXCART

TO COL BEERLI PARANGOSKY KIEER

COL NELSON SENDS IN LIEU OF

COMPLETED SHORT THIRTY MINUTE FLIGHT THIS MORNING. TAKE-OFF NORMAL WITH WATER UTILIZED. LEFT AFTERBURNER BLEW OUT SHORTLY AFTER GEAR RETRACTION FOLLOWING TAKE-OFF. THIS WAS CAUSED BY FACT THAT A VERY LIGHT FUEL LOAD WAS ABOARD AND MANUAL SELECTION OF NUMBER THREE TANK FOR POSITIVE FUEL FEED WAS NOT MADE. CONFIGURATION SELECTED APPARENTLY DID NOT PROVIDE SUFFICIENT FUEL FLOW TO SUSTAIN BURNER OPERATION. THERE IS NO APPARENT MALFUNCTION IN ANY SYSTEM OR COMPONENT THAT WOULD HAVE CAUSED THE BLOWOUT. AFTERBURNERS WERE RE-LIGHTED LATER IN FLIGHT WITH NO PROBLEM. MAXIMUM ALTITUDE REACHED WAS THIRTY THOUSAND. MAX IAS WAS 390 K. MAX MACH WAS APPROXIMATELY ONE POINT TWO. TANK VENTING PROBLEM APPEARS TO BE PRIMARILY ONE OF INSTRUMENTATION RATHER THAN THE VENTING SYSTEM ITSELF. FURTHER INVE-

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PAGE TWO

STIGATION SHOULD CLEAR UP THIS POINT. DESCENT AND LANDING WERE
UNEVENTFUL. MINOR BRAKE PROBLEM WAS ENCOUNTERED THAT WILL BE CLEARED
UP PRIOR TO NEXT FLIGHT BY ADDITION OF BRAKE ADJUSTERS OR NEW BRAKE
ASSEMBLIES. TOMORROWS SCHEDULE UNCERTAIN AT THE MOMENT. ANOTHER
FLIGHT TOMORROW BEING CONTEMPLATED. WILL ADVISE.

END OF MESSAGE