

SECRET

21 FEB 1966

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| ROUTING | | | |
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| Sec. | | | |
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ROUTINE

IN 87321

OSA 1-20

25X1A

[Redacted]

5339

25X1A

OKCART

25X1A

REF [Redacted] 3318

25X1A

ATTN: JOHN PARANGOSKY FROM [Redacted]

THE FOLLOWING SYSTEMS ARE UNDER DETAILED REVIEW TO ESTABLISH FAIL SAFETY ASPECTS AND TO ELIMINATE "MURPHY" CONDITIONS:

- FUEL SYSTEM, SAS AND AUTOPILOT, FLIGHT CONTROLS, SEAT AND CANOPY, DRAG CHUTE, HYDRAULIC SYSTEM, COCKPIT, ELECTRICAL SYSTEM, STRUCTURE, INLET CONTROLS AND POWER PLANTS.

IN THIS REVIEW ITEMS ARE BEING CLASSIFIED AS FOLLOWS:

CODE

- IA INFLIGHT SAFETY
- IB INFLIGHT ABORT
- IC INFLIGHT NUISANCE
- IIA GROUND NUISANCE
- IIB GROUND DELAY
- IIC GROUND ABORT

WE ANTICIPATE THAT THE REVIEW WILL BE COMPLETED BY MARCH 1,

GROUP 1
EXCLUDED FROM COM-INT
CLASSIFICATION AND
DECLASSIFICATION

5

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25X1A

██████████ 5339 (IN 87321)

S E C R E T

PAGE TWO

██████████ AND THAT A FULL REPORT WILL BE SUBMITTED SHORTLY THEREAFTER.

END OF MESSAGE

S E C R E T

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After completion of refueling prior to passing current VOR (INS Position #03) the INS Position #04 was set and stored and placed the INS in Auto-Auto Nav. The distance-to-go digital counter, and destination coordinates counter were changing to reflect the new position and the #2 needle indicated that the correct course was to the right. Noting that all INS functions appeared to be progressing normally, I then concerned myself with the 440 KEAS climb schedule with maximum AB. The VOR for Delta was tuned in and checked. The Delta check point is the position at which the Type I package is placed in the "ON" position. The package control panel was re-checked. While in the process of recording all the engine instruments readings for the climb data, I began experiencing severe aircraft shuddering caused from compressor stalls which I believe was caused by the malfunctioning forward by-pass doors. After "clearing" the compressor stalls by opening the forward by-pass doors, I began selecting different forward and aft by-pass door positions in an attempt to determine exactly which door caused the problem and what aft and forward by-pass door combination would possibly be compatible. At this time [REDACTED] made a normal transmission stating my call sign - I requested they "stand by". Shortly thereafter I answered [REDACTED] call and they said they had me on a heading of 250°. I rechecked the INS saw that the DTG was increasing and that the #2 needle was indicating a right turn to course. I immediately disengaged the INS using the

25X1A

25X1A

25X1A auto pilot, and attempted to visually orientate myself. I requested a steer from [REDACTED] but they could not "paint" me. Their previous transmission stated that I was on a heading of 250° near Beatty. 250° where[?] and Beatty where? I made numerous transmissions on channel 8, thinking that the radar in the Angles Peak area could pick up Mode X. I got no reply. Assuming I was truly heading south-west and then seeing what appeared to be a coastline (there was much haze and some clouds) I turned south. I continued south until I had positively located my position north of L.A. having Oxnard AFB in sight. I executed a right auto pilot turn. During this turn the INS seemed to begin operating properly with the correct DTG and azimuth. I did not consider it reliable. Continuing north east in the right turn I began receiving [REDACTED] tower transmissions and the VOR. I confirmed my relative position with [REDACTED] I 25X1A 25X1A crossed over [REDACTED] descended in the SOA; leveled at 50,000 to cross the tunnel; the left engine flamed out; I notified [REDACTED] and landed without further incident. 25X1A