

Nimbus 3084 & 3085

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1. Mission 3084 was originally scheduled for a 06/0940Z launch. However on a flight made on 27 June an auto pilot problem was encountered (rudder would kick intermittently). [redacted] [redacted] summer replacement) worked on it. Another test hop flown 29 June with ~~some~~ problem plus oil press fluctuation 44-45 PSI observed. Pilot reported engine slightly rough on a third test flight 3 July, oil press fluctuated 46 ± 3 PSI plus moderate engine vibration above 84% - heaviest at 88%. A fourth test flight flown PM 3 July to check oil press fluctuation. Eng vibration was the same or slightly worse. At this time it was decided that the engine should be changed. Unfortunately no replacement engine was on hand. Hqs stated a C-124 would bring one in the evening of 3 July. Engine actually came in 4 July 1900L. The maintenance section worked around the clock and the test hop was successfully flown PM 5 July. Hqs delayed another day primarily due to the engine arriving late so a training mission was flown 6 July (full fuel & all equip) to check out performance. Mission was good except for another A.P. problem (wings would not level after turn). The A.P. malF. was found and the acft was considered in commission for Mission 3084.

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2. When [redacted] coordinated with [redacted] prior to our original planned departure, [redacted] said there would likely be a problem on the housing & vehicles, possibly none. I messaged Hqs requesting that [redacted] ATC Cmdr be briefed ASAP and our requirements laid on. They came back with an order to send a Secur troop down ASAP. [redacted] was sent down 5 July for this job.

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25X1A 3. Det departed Edwards 7 July 0730 PDST in C-97. Arrived [] 1220 CST. Hqs Commo people were already there and ready to go to work as soon as they received the Commo field safe which had the cryptographic material. All personnel were housed in the BOQ.

4. WX came in early PM 7 July and we were all set well ahead of the time for a 08/0930Z launch. It should be noted that the new SSB emergency code received from Hqs the day before we left was cranked in.

5. The ferry mission came in on schedule and the msn (3084) was launched on schedule. The local WX was good & forecast to remain good.

25X1A 6. [] the msn pilot, aborted after penetration approx :30 due to "D" light going out. As a result he arrived back at [] approx two hours early. I had given the tower my quarters phone and requested I be notified if he returned early. We recovered the acft with no problem. There were numerous discrepancies on the acft (nothing to cause an abort) besides the "B" walf. Unfortunately,

25X1A [] fuel was insufficient to return to Edwards without re-fueling. So we refueled and launched back home for another try in 48 hrs. It should be noted that [] auto pilot compnents do not work without ~~our~~ *our* A.P., in all cases, since the recent modification.

25X1A 7. Mission 3085 was set up for a 10/0935Z launch. The ferry flight came in on schedule and everything seemed to be going smoothly. The mission was identical to 3084. Unfortunately, during the preflight inspection, Maint found ^{an} igniter plug inoperative (one of two). After considerable checking it was determined that the problem was a bad

ignition excite~~er~~ box. This required engine roll back. I decided that it was undesirable to say the least and unsafe to fly the mission with only one ~~ignite~~ ^{IGNITER} plug. Decided to launch the bird home for repair. Hqs & [] agreed. Launched 10/1200Z on the return ferry. Due to the engine roll back and a test hop afterward, Mission 3085 was delayed 48 Hrs.

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8. Mission 3085 was rescheduled for 12/0930Z launch. Ferry flight came in on schedule. The mission was launched on schedule and flown as briefed. The local weather was good for T.O. & landing. The acft landed with cabin heat having been full hot for the last 1+30. Maint changed the cabin temp by-pass valve & amplifier and if this had been the problem, re-launch would have been on schedule. Unfortunately the problem remained. Maint finally changed the control switch in the cockpit & it was cleared up. The ferry msn then launched to Edwards.

9. We plan^{ned} to launch the C-97 & T-33 that evening but the C-97 had a red ~~core~~ ^{CROSS} condition. Number 3 prop would not feather/unfeather. This problem was discovered that noon but the work order was late in getting to SAC Maint. They estimated that it would be fixed in 2-3 hours so I decided to launch the C-97 that evening as soon as it was fixed. Finally, at 2200L they decided they needed parts & special tools. The C-97 pilot called his home base requesting same & another acft pick us up. I had told Hqs previously that we had a problem and they had said they would get us another acft if necessary. I called Hqs early the next (Fri) AM, asking for another acft. Also called []

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10. [] & I left in T-33 809 Friday AM. Another C-97 returned the remainder of the Dec 22/51.

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General:

(1) Housing & vehicles were no problem. The motor pool did pick up our two vehicles Mon (9 July) without warning. I visited [] [] that same day. Both interviews were congenial. [] stated that SAC could not help us on the vehicles. [] got our vehicles back for us. He would like a letter or msg on our requirements so he can obtain more vehicles. I told him one should be in the mill from higher Hqs. I borrowed the 4028th mobile control - no problem.

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(2) The 3-ton airconditioner motor burned out the day before we left. We brought back the motor for exchange. Recommend an additional one-ton unit be installed in the Commo garage. The 3-ton job doesn't quite hack it. Do not feel that insulating the garage would be practical due to cost. An evaporative cooler could be used instead, but this type cooler is not too efficient in that area.

(3) I sent in a message requesting Hqs desires in case of a hung pogo on mission launch. They answered: abort.

(4) I recommend that other Det Cmdr leave their quarters phone with the tower operator, in case the bird comes back early. On msn 3084, [] had called the SSB at Edwards Commo with an ETA showing an early return and an unsuccessful mission. They took no action to notify anyone. Hence I got ^{no}~~no~~ telephone alert at [] ~~to~~ insure that they know what to do in the future. [] prepared a form that covers the code words, hours of SSB monitor and other instructions in detail. The form would be filled in for each

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NIMBUS Operation.

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REFUELING SUMMARY OF HEADQUARTERS MISSION 3065

Tanker departed Edwards	2/0825
Receiver departed Edwards	2/0835
Tanker arr Primary rendezvous (DIF RBN)	2/1035
Receiver arr Primary rendezvous Laughlin RBN	2/1050
Receiver experienced difficulty joining up	
Departed on course	2/1109
5 contacts made in normal all disconnects	
1 made in override	
600 gal transferred	
Arr Secondary orbit (Corpus Christi)	2/1138Z
Made one 360° turn	
Departed Control Point	2/1145½
completed refueling	2/1149
Receiver departed	2/1151
Contacted [] at [] and advised to close up	2/1216

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TIGHTLIP EXERCISE 30 JAN THRU 3 FEB 62

1. Timing sequence:

- a. U-3A departed EDW 30/0525L departed DLF 03/0950L
arrived BIF 30/0925L arrived D/M 03/1330L
departed BIF 30/1415L departed D/M 03/1450L
arrived DLF 30/1615L arrived EDW 03/1730
- b. T-33 departed EDW 30/1015L departed DLF 03/1255L
arrived D/M 30/1145L arrived D/M 03/1430L
departed D/M 30/1330L departed D/M 03/1530L
arrived DLF 30/1530L arrived EDW 03/1700L

- 25X1A c. Article 343 [redacted] departed EDW on Msn 31/0035L
arrived EDW 31/0810L
departed EDW on ferry flt 02/2145L
arrived DLF 03/0045L
- 25X1A Article 342 [redacted] departed EDW on Msn 02/0035L
arrived DLF 02/1220L
departed DLF on ferry flt 02/1830L
arrived EDW 02/2120L
- Article 343 [redacted] departed DLF on ferry flt 03/1900L
arrived EDW 03/2210L

- d. Two navy A3d acft were diverted from EDW to DLF for transport of take. Number one acft departed DLF with take 02/2323Z (1723L).

2. Sequence of events:

- a. During the flight in to Biggs, the U-3A Number one tachometer went to zero and remained that way thru engine shut-down. We carried a new tach generator and instrument so we requested the base maint to make repair. Unfortunately, these items were not at fault. The airman assigned had no previous experience with U-3A's and was very slow. He did, however, finally establish that the wires leading into the tach gen cannon plug were loose and broken. It worked OK thereafter.
- 25X1A b. On arrival at DLF we set up a maint meeting for the next morning (Wed) before departing Biggs I called EDW and [redacted] advised of the WX delay. [redacted] arrived ahead of us. [redacted] was already in bed but we got him up.
- 25X1A c. Thurs morning after coordinating the GCI, [redacted] and I monitored chan 20 in the mobile from 0430L to 0730L. [redacted] passed overhead on schedule at 0500L and obtained his radius clearance. We never did hear from the tanker during the time we were on the air. At 0712L (1312Z) [redacted] called "Mike Control" stating that he had been unable to extend the receptacle and was returning to EDW. I immediately called Hq. with this info. [redacted] said he had Joe's phone number and would call him right away. I told [redacted] to be sure he called EDW promptly as Joe would have to get things set up. I then called [redacted] et al, and cancelled the prior coordination.
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- d. Thursday afternoon when the next msn was set up we again coordinated the maintenance support. Contacted [] for his support and [] OSI to handle [] [] went to bed on schedule. I should mention that the main runway at DLF is closed, undergoing extensive resurfacing. The outside runway is being used exclusively except the N-S runway can be used in an emergency. The main problem is the long taxi distance for landings to the SE. Fortunately, winds were very light or calm. We landed [] to the NW. After pogo installation parked him on the run-up area adjacent to 13R which is also close to 13L. [] to his house and kept him there until the next day. [] passed overhead on schedule - I had already coordinated GCI. We had [] in the cockpit ready for a 0615L (FRI) 1215Z T. O. Kept him on the hose and ready to go until the KC 135 called in that we were released. We left the acft in position for another hour. Then pup it in hangar one which was empty. The base WX people busted their forecast as low stratus came in early Fri. morn,
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- e. [] in 342 landed on schedule. Again we were able to land to the NW and taxi him to hangar one. The acft was immediately pulled into the empty hangar. [] with help from [] downloaded the config. The over-all handling of the take took longer than anticipated - approx 3 hrs from msn landing to launch of the A3D. This was due to [] working mostly by himself.
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- f. We launched 342 [] at 1830L and 343 [] at 1900L. 342 had an engine driven fuel boost pump putting out only 16 psi. We decided not to take the time to change it as 16 psi is in the normal operating range and [] was going back low. 343 still had a full load of fuel from the night before - we did not want to defuel it until after 342 landed and we were released. Then the maint. people were too busy.
3. Recommendations (and comments):
- a. The trng command had high density traffic during daylight hours - four acft shooting touch and goes at the same time. Traffic pattern has been changed. U-2's now break to the south (over the base) and the trng command breaks to the north.
- b. Recommend the KC-135 and U-2 not get a radius clearance over the same radio fix. I overheard SA Center querrying the DLF dispatcher: "What are you doing, refueling U-2's, now, you've got a U-2 and a KC 135 over the RBCN - The U-2 is descending and the KC climbing?" The dispatcher denied any knowledge thereof.
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- c. [] told me that [] had briefed the 4028th on the details of [] checkout at EDW and his msn overseas. Pat said that there had been so many rumors about these items that the Col called 2AF and got permission for the briefing.

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- d. Recommend something be done to show our appreciation for [redacted] really fine assistance. He was with us from [redacted] arrival with 343 until we launched [redacted] on the return ferry. He did a really fine job.
- e. Another outstanding performer was [redacted] He was most helpful as a legman in addition to his regular PE duties. His attitude is exceptionally fine and he is thinking all the time. He did many little things without being told - like renewing trip tickets, helping carry baggage, obtain a spare recorder and set it up. He was most helpful.
- f. One final item. Maint should add to their checklist that they carry blue painted hatch covers for installation when the acft lands. We did borrow a set initially but they weren't of the right color. As it turned out we didn't have to use that set.
- g. Recommend that we land the U-3A at El Paso International and Tuscon Municipal airports in the future. They will have 91 octane fuel and better maintenance available. All you can get nowadays at AF Bases is the high octane fuel - this will foul up the plugs over a period of time. Also, rental cars and commercial acft would be available at the civilian fields. All we need is AF contract fuel available.

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