

DATE 25 MAY 62 1745Z

SECRET

ROUTING	
1	SPB 4 30
2	U 3 C/OB
3	MS 6 RT

PRIORITY

PRIORITY

IN 37696

TO : DIRECTOR

FROM : [REDACTED] 25X1A

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

INFO : S/C (11)

MHC

25X1A

TOR: 25 MAY 62 1900Z

25X1A

25X1A

TO PRITY [REDACTED]

INFO PRITY [REDACTED]

CITE [REDACTED] 0882

1. LOW LEVEL FUEL WARNING LIGHT CAME ON DURING HIGHER HQS MISSION FLOWN ON ARTICLE 343 ON 22 MAY AFTER FLIGHT DURATION OF 6 HRS 47 MIN.
2. THE ARTICLE WAS DIVERTED TO THE NEAREST SUITABLE ALTERNATE WHICH NECESSITATED CONTINUATION OF FLIGHT FOR APPROX 48 MIN AND THE LIGHT REMAINED ON UNTIL AFTER ENGINE SHUT DOWN.
3. AFTER LANDING IT WAS DETERMINED THAT THERE WAS APPROX 33 GALS IN THE SUMP TANK WITH APPROX 123 GALS TOTAL FUEL ABOARD THE AIRCRAFT. ALL OF THE FUEL WAS IN THE RIGHT MAIN TANK EXCEPT THE SUMP TANK FUEL. THE RIGHT WING HAD BEEN RESTING ON THE RAMP FOR A PERIOD OF TIME WHICH MAY HAVE ALLOWED SOME FUEL TO TRANSFER ACROSS FROM THE LEFT SIDE.
4. THE MOST LIKELY CAUSE FOR THE FUEL FEEDING MALFUNCTION WOULD SEEM TO INDICATE A LACK OF ADEQUATE AIR PRESSURE TO MAIN TANKS A CLOGGED FUELLINE FROM MAIN TO SUMP TANK OR TRASH IN THE SUMP TANK FUEL SHUT OFF VALVE.
5. THE 200 MESH FUEL SCREEN WAS CHECKED AND SOME TRASH AND FOREIGN MATERIALS WERE DISCOVERED. ALSO WATER DROPLETS WERE OBSERVED IN THE

SECRET

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S E C R E T

██████████ 0882 (IN 37696)

PAGE TWO

FUEL DRAINED FROM THE ARTICLE. WE HAVE NEVER FOUND AN ACCUMULATION OF TRASH IN THE FILTER ON FLIGHTS OUT OF ██████████ EXCEPT ON REFUELING SORTIES, HOWEVER, ██████████ REPORTS NO EVIDENCE OF TRASH IN THEIR FUEL EITHER SO IT IS NOT KNOWN FOR SURE AS TO WHERE THE TRASH CAME FROM.

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6. THE ARTICLE WAS FERRIED BACK TO ██████████ WITH AN ADEQUATE AMOUNT OF JP4 FUEL LOADED SO AS TO PROVIDE REASONABLE ASSURANCE OF A SAFE FERRY FLIGHT. NO DIFFICULTIES WERE EXPERIENCED EXCEPT FUEL FROM THE RIGHT MAIN TANK FED SLOWLY OR NOT AT ALL.

7. THE TANKS WERE DRAINED AND FLUSHED. THE MAIN TANKS WERE SERVICED AND A SERIES OF TIME CHECKS WERE MADE TO DETERMINE TIME REQUIRED TO FILL THE TANK UNTIL THE LOW LEVEL LIGHT WAS OUT. FROM THE RIGHT TANK TIME REQUIRED WAS 6 MIN PLUS 2 SEC, 4 MIN PLUS 10 SEC, AND 3 MIN PLUS 49 SEC. FROM THE LEFT SIDE TIMES WERE 3 MIN PLUS 49 SEC AND 3 MIN PLUS 30 SEC.

8. FUEL FEEDING FROM THE LEFT SIDE WAS CONSIDERED NORMAL BUT THE FIRST TEST FROM THE RIGHT SIDE REQUIRED FAR TOO MUCH TIME. IT IS POSSIBLE THAT TRASH WAS PRESENT IN THE LINE AND WAS FLUSHED INTO THE SUMP TANK WHICH COULD ACCOUNT FOR THE NORMAL TIME ON THE THIRD TEST. AIR PRESSURE IN BOTH MAIN TANKS WAS NORMAL AND THE CROSS FEED WAS CHECKED AND FOUND TO BE NORMAL.

9. WE PROPOSE TO GO INTO THE SUMP TANK AND RECOVER ANY TRASH THAT MAY BE PRESENT ALSO IT MAY BE NECESSARY TO DO THE SAME THING IN THE MAIN TANKS. THE LINES WILL ALSO BE CHECKED. AFTER AN INSPECTION OF THE TANKS HAS BEEN MADE IT WILL BE DETERMINED AT THAT TIME AS TO WHAT FURTHER CORRECTIVE ACTION MUST BE TAKEN.

10. ARTICLE IS EXPECTED TO BE OUT OF COMMISSION UNTIL APPROX 29 MAY.

END OF MESSAGE

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Identist, 3079
[REDACTED] 3/1

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