

0143Z 28 DEC 1962

SECRET

DIRECTOR

25X1A



OPS (2-3-4-5)

OPERATIONAL IMMEDIATE

S/C (5)

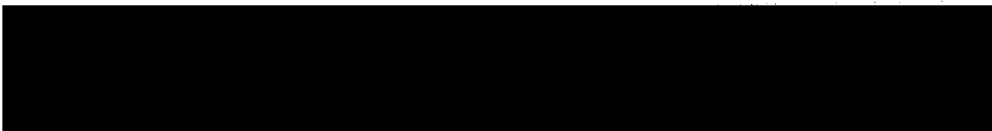
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FOR: 0143Z 28 DEC 1962

IN 80544

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CITE

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1. DURING A COCKPIT PRESSURIZATION CHECK, ON ENGINE GROUND
 RUN, ELEVATOR CONTROL COLUMN LOCKED IN THE NEUTRAL POSITION.
 THE MECHANIC IN THE COCKPIT WAS UNABLE TO MOVE THE CONTROL STICK FORWARD
 OR AFT WHILE COCKPIT WAS PRESSURIZED. WE FOUND THE TOP PLATE
 NUT SCREW IN THE COCKPIT EXHAUST LOUVRE PANEL ASSEMBLY, REF.
 LAC 8 054, AFT OF THE SEAT WAS JAMMING AGAINST THE ELEVATOR BELL CRANK,
 REF 75C-13 AND 75C-100. PLATE NUT SCREW WERE REMOVED. DURING
 THE SECOND PRESSURIZATION TEST THE CONTROL COLUMN WAS STIFF AND
 SLUGGISH WHILE PRESSURIZING THE COCKPIT AND WHILE DUMPING PRESSURE
 OVERBOARD THRU THE COCKPIT PRESSURE SAFETY VALVE, REF. LAC PRINT,
 VALVE ASSEMBLY 103102-438. UPON REMOVING THE EXHAUST LOUVRE
 PANEL WE FOUND THE HEAD OF THE BOLT CONNECTING THE CABLES TO THE
 ELEVATOR BELL CRANK SCRUBBSING THE LOUVRE PANEL. DURING THE
 SECOND PRESSURIZATION TEST WE NOTICED THE EXHAUST PANEL WOULD
 FLEX AFT THEN PRESSURE WAS APPLIED TO THE COCKPIT.

2. CORRECTIVE ACTION: AN ANGLE 1/2" X 5/8" WAS RIVETED 2 3/8"

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S E C R E T

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DOWN FROM THE HORIZONTAL EDGE OF THE EXHAUST LOUVRE. THIRD PRESSURIZATION TEST WAS MADE. THE LOUVRE STILL FLEXED AFT AND RUBBED THE BELL CRANK ASSEMBLY. A DOUBLER OF 064 24 ST MATERIAL WAS MADE THE SAME SIZE AS LOUVRE PANEL ASSEMBLY AND RIVETED ON FORWARD SIDE OF PANEL. LOUVRE DOORS WERE RIVETED TO PANEL INSTEAD USING THE EXISTING PLATE NUTS AND SCREWS. THE FOURTH PRESSURIZATION TEST MADE, BELL CRANK AND CONTROLS FREE. LOUVRE PANEL STILL FLEKS AFT APPROXIMATELY 1/4". A CLIP WAS RIVETED TO THE PANEL ASSEMBLY AND ATTACHED TO THE EJECTION SEAT RAIL FRAME BEAM, REF. F 509-2, WITH A 6/32 SCREW FOR A SAFETY FACTOR TO KEEP THE PANEL FROM FLEXING AFT INTO THE BELL CRANK ASSEMBLY.

3. SUGGEST A NEW COCKPIT LOUVRE EXHAUST PANEL ASSEMBLY BE GIVEN CONSIDERATION, MADE OF HEAVIER MATERIAL.

END OF MESSAGE

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