

Info to - AES [initials]

MR

VIA AIR
(Specify Air or Sea Pouch)

DISPATCH NO. []

25X1

TOP SECRET
CLASSIFICATION

TO: []

DATE 4 March 1958

25X1

FROM: []

25X1

SUBJECT { GENERAL : Commander's Mission Report
 SPECIFIC : [] /Mission 6011

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Forwarded herewith is Commander's Mission Report, []
Mission 6011, 4 March 1958. T.S. 160664, Copy 1 of 2 copies.

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ATTACHMENT:
As Stated

[]

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AUTOMATIC DOWNGRADE: Reclassify **SECRET**
when separated from top
secret enclosure.

TOP SECRET
CLASSIFICATION

94

~~TOP SECRET~~

TO: [redacted]

4 March 1958

25X1

FROM: [redacted]

25X1

SUBJECT GENERAL: Commander's Mission Report

SPECIFIC: [redacted]

25X1

Estimate mission 95% successful. Failure of [redacted] and engine flameout were major malfunctions, however, because pilot covered route as briefed and primary cameras operated successfully in excellent weather, it is felt that little was lost as the mission apparently was highly successful. Faulty face heat caused the take-off to be delayed 4 minutes and heavy turbulence caused flameout on withdrawal route. This flameout is not considered as a malfunction of the engine installed in aircraft 378 as flameouts under similar conditions have been encountered in other aircraft here during the past few weeks. This extreme turbulence, possibly the heaviest encountered thus far in the project, has fortunately been occurring over the Sea of Japan and has been restricted to the lower latitudes. It is, however, a serious factor and should be a consideration in launching future penetration missions. A test flight will be made to recheck flameout characteristics of the engine installed in aircraft 378 as soon as local weather permits.

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Having a new aircraft arrive, and after a brief shakedown, launched on such an important mission is not desirable, however, it is realized in this case that it was unavoidable. The aircraft was in reasonably good condition and with the exception of a malfunction in face heat system the aircraft performed satisfactorily. I believe as a general rule our chances of having a 100% mission would be enhanced by allowing the ground crew to shake the aircraft down after several local flights.

I believe the profile of Mission 6011 should be checked closely and any actual loss of altitude plotted against the benefits obtained by use of the additional equipment.

Support in all areas was outstanding.

[redacted]

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T.S. 160664

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[redacted]