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LTV ELECTROSYSTEMS, INC.

FORMERLY LTV TEMCO AEROSYSTEMS DIVISION OF LING-TEMCO-VOUGHT, INC.

P. O. BOX 1056
GREENVILLE, TEXAS 75402

20 January 1966

In Reply Refer To:
AEP-A5-711B

ORD # 325-66

SUBJECT : Multisensor Aircraft Development Program
Inspection of Aircraft

TO : [redacted]

(b)(3)

ATTENTION : Mr. [redacted]

(b)(3)

ENCLOSURE : (1) Aircraft Inspection Report
(2) Photographs

Two copies of Enclosure (1) are forwarded and represents the results of an inspection of SP2H type aircraft, BU Number 135582.

In summarizing the results of the inspection, this Contractor points out that there is no known structural damage nor fuel tank leaks. The aircraft was subjected to an overweight landing recorded on 10 August 1965. No damage; however, was reported. The aircraft is extremely dirty, reciprocating engines leaking oil very badly and some 14 aircraft service changes have not been complied with.

In connection with your question relative to mission equipment spares, this will confirm our telephone conversation wherein a budgetary estimate for planning purposes for $235,000. was given. This number is an experience factor of the estimated mission equipment costs. In this same connection, $500. per flight hour has been estimated as a good figure to cover basic aircraft system type spare parts. This number has been proven reasonable in connection with the other P2V which we at this facility have maintained for you folks during the past year.

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We trust the above information proves adequate for your purposes and further action will not be taken unless we are otherwise advised by your office.

LTV ELECTROSYSTEMS, INC.

D. R. Lane
Program Manager

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ORD # 325-66

ENCLOSURE (1)

AIRCRAFT INSPECTION REPORT

A SP2H aircraft, BU Number 135582, was inspected on 29 December 1965. The following information is submitted as a result of the inspection:

I. The aircraft was transferred from PATRON 11, Brunswick, Maine, to BUWEPS RDT&E, approximately 15 December 1965. Authority for transfer was Message No. CNO 151514Z, NOTAL 5 December 1965, SP-2H ATO 2713-65. The aircraft had not been received by any organization as of the date of inspection.

II. The aircraft records indicate the aircraft has been at Brunswick, Maine, since 3 July 1963.

III. Total Airframe Time: 5,609 hours.

IV. Total engine times:

1.	L/H Reciprocating	966 hours.
2.	R/H Reciprocating	759 hours.
3.	L/H Jet	104 hours.
4.	R/H Jet	209 hours.
5.	L/H Propeller	1,847 hours.
6.	R/H Propeller	865 hours.

V. PAR Inspection was complied with 13 April 1965, by NORVA.

VI. Other inspections complied with:

1. First Calendar Odd complied with 30 June 1965.
2. First Calendar Even complied with 7 October 1965.
3. Transfer Inspection complied with 9 December 1965, in accordance with BUWEPS Instruction 3700.3.

VII. The following Service Changes are not complied with:

857	912	923
860	916	874A
891	917	
897	920	
905	921	
911	922	

VIII. The aircraft had an overweight landing recorded on 10 August 1965. No damage was reported.

IX. The aircraft has a MF-1 type compass installed and was calibrated 7 December 1965. This compass requires the use of a MC-2 type test set.

X. Aircraft records indicate a history of interphone and landing gear discrepancies.

XI. Entire exterior of the aircraft painted. Condition of paint is good.

XII. Aircraft was weighed 5 April 1965. Total net weight - 51,088 pounds. Moment - 18463.31. Index - 64.89.

XIII. Aircraft very dirty inside and out. No corrosion was noted, but condition of aircraft prevented close inspection.

XIV. No fuel leaks were noted in tank areas.

XV. Both reciprocating engines leaking oil badly.

XVI. Each reciprocating engine has a Constant Speed Drive unit and an alternator.

XVII. The following list of equipment was taken from the Form DD-780 and is shown to be installed on the aircraft:

Location	Item
Nose Section	Antenna Flush 80058-AT-134/ARN.
Bottom Nose Section	Antenna Flush AS-578/ARA-25.
Nose Section	Receiver ASH 81866-1473.
Nose Observer Sta.	Receiver, Radio 8005-R-122/ARN-2 and Mount.
Fuse. Sta. 150	Control Radio Set 88678-CNA-21C.
Center Pedestal	Control AN/ARA-19 40F.
Center Pedestal	Control Receiver VOR C-760/ARN.
Center Pedestal	Control Radio VFF C-865/ARC-1..
Center Pedestal	Control Receiver DME C866/ARN-21.

List of Equipment (continued)

Location	Item
Center Pedestal	Control C-1015/ARC-27.
Center Pedestal	Control C-1159/APX-6B IFF.
Center Pedestal	Control C-1272/APA-89 S.I.F.
Center Pedestal	Control Radar Set C-1399, ARC-58.
Center Pedestal	Controls for AIC-5 Interphone.
Pilot's Inst. Panel	Ind. Course RH 5821-561-3096FBXR.
Pilot's Inst. Panel	Ind. Course ID 387 FRN.
Pilot's Inst. Panel	Ind. ID-250.
Pilot's Inst. Panel	Ind. Height ID-257 APN-22.
Fuse. Sta. 236	Rec-Xmitter RT-261/APX-7.
Radio Oper. Sta.	Rec. ASH 01203 B-1250.
Fuse. Sta 467	Rec-Radio R-648/ARR-41 and mount.
Center Waist Section	Rec-Radio R-540/ARN-MC.
Upper Main Radio Rack	Rec-Xmitter RT-220/ARN-21.
Sta. 467	Rec-Xmitter RT-311/ARC-38A.
Sta. 499	Amplifier-Electronic Control AM-291/APN-22.
Radio Rack	Amplifier Servo AM203/ARA-19.
(1) Bottom Sta. 658	
1 Top Sta. 504	Antenna AT-256/ARC.
	Antenna 92685-616125, Sta. 572.
	Rec-Radio R-252/ARN-14C.
	Rec-Xmitter RT-82C/APX-6.
	Rec. R-101/ARN-6.
	Rec-Xmitter RT-178/ARC-27.
	Xmitter G-2 Compass.
	Computer RH-6605-224-7478-V170.
	Bomb Bay Fuel Tank 92685-447664 (1 each).
	ASQ-8 System in tail.
	APN-22 system in R/H Horz. Stab.
	Rocket Launchers Aero-14B-2. (4 on each wing).
	Tip tanks with searchlight in R/H antenna AS-133/APX-6, top fuselage, aft of cockpit.
	Antenna Loop AS-313/ARN-6 (2 each) aft of radome, L/S fuselage.
	Antenna AS 578/ARF-25 (1 each, Station 32).
	Antenna Range 92685-446711, L/S Fuselage, aft of radome.

List of Equipment (continued)

Location	Item
L/S Fuselage, aft of forward radome	Antenna UHF ARC-27 92685-616125.
Lower Waist Body Hatch	Antenna AT-234/APX-6.
Co-Pilot's Panel	Ind. MFD 92685-629251.
Center Pedestal	Ind. Range and Azimuth ID-231/APS-20B.
Pilot's Inst. Panel	Ind. Range ID-310/ARN-21.
Co-Pilot's Inst. Panel	Ind. Searchlight Pos. ID 277/NVQ-2.
Pilot's & Co-Pilot's Station	Rec. ASH 92685-447419 L and R.
Fuse. Sta. 183	Rec. ASH 81866-1473.
Pilot's Inst. Panel	Selector MK2, Mod. 2.
Fuse. Sta. 183	Xmitter 19315-4456-5.
Waist Section	Amplifier, Compass RQ0000-000-0000 VAPR.
Nav. Rack	Control Box 80058-C-6104/ARR-26.
Nav. Rack	Control Camera K-19B.
Nav. Rack	Control Recorder Sonbouy, C-761/AIC-5.
Radar Rack	Control Radar 80058-C1040/APX-7.
Radar Rack	Control Radar Camera 80065 C-3R-1A.
Radar Rack	Control Radar 80058-C-1449/APS-20E and mount.
Nav. Table	Control ARN-6 Radio Compass.
ECM Rack	Control Remote Aero-14.
Waist Section	Controller Roll Stab. Gyro R-6615-676-0855-V170.
Nav. Compartment	Drift Meter.
Fuse. Sta. 250	Indicator FPN-70, Mount and Receiver.
ECM Rack	Timer Camera MCD-B6494 K-25.
Fwd. of IFF Receiver	Amplifier AM 608/ARF-25.
Radar Well	Amplifier Magnetometer AM 767/APS-20E.
Radome	Antenna Reflector AS-407/APS-20E.
Radome	Antenna APX-7.
Radome	Coder Synchronizer KY-84/APX-7.
Radome	Cooling Unit HD-125/APS-20E.
Fwd. of Power Supply	Rec. Radio R-216F/ARR-26.
Vert. Fin Tip	Antenna 92685-432808 (1 each)
Upper Fuse. to fin	Antenna Forward and Aft, 92685-52-4308-1.
L/S Fuse. Sta 75	Antenna Cavity AT134/ARN .
Bottom Fuselage	Radome 36659-525370-1.

List of Confidential Equipment:

AN/APA-74 System.
AN/AQA-1A System.
AN/AQA-3F System.
AN/ARR-52 System.
AN/A5A-20 System.
AN/ASR-3 System.
OA-1768/ASA-13 System.
AN/ASQ-8 System.
AN/ALR-8 System (includes APR-9B)
with following tuners (1 each).
TN-128/ARR9
TN-129/APR-9
TN-130/APR-9
TN-131/ARR-9
TN-178, 179, 180, 181 and 200, APR/13.

Summary:

The aircraft appears to be basically sound although routine maintenance has not been performed as required. This has resulted in many minor type discrepancies and an extremely dirty aircraft. It is not believed that extensive corrosion exists although exterior condition prevented a detailed inspection. All time change items as listed in the -6 are compatible with a 200-hour flight test program. It is our opinion that the aircraft will require a considerable amount of routine type maintenance to prepare for a test flight program.