





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 井 325-66

SUBJECT Multisensor Aircraft Development Program Inspection of Aircraft

(b)(3)

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ATTENTION

ENCLOSURE

TO

Mr.

(1)Aircraft Inspection Report

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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SIN EL-4

Approved for Release: 2021/01/11 C05751382



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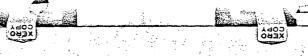
We trust the above information proves adequate for your purposes and further action will not be taken unless we are otherwise advised by your office.

LTV ELECTROSYSTEMS, INC.

Program Manager

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ORD # 325-66

ENCLOSURE (1)

AIRCRAFT INSPECTION REPORT

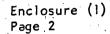
A SP2H aircraft, BU Number 135582, was inspected on 29 December 1965. The following information is submitted as a result of the inspection:

- 1. 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	
-	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	3	
860	916		8	374	ŧΑ	
891	917					
897	920					
905	921					
911	922	,				



- VIII. The aircraft had an overweight landing recorded on 10 August 1965. No damage was reported.
 - 1X. 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.
 - X1. 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

Nose Section Bottom Nose Section Nose Section Nose Observer Sta.

Fuse. Sta. 150 Center Pedestal Center Pedestal Center Pedestal Center Pedestal

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Antenna Flush 80058-AT-134/ARN.
Antenna Flush AS-578/ARA-25.
Receiver ASH 81866-1473.
Receiver, Radio 8005-R-122/ARN-2 and Mount.
Control Radio Set 88678-CNA-21C.
Control AN/ARA-19 40F.
Control Receiver VOR C-760/ARN.
Control Radio VFF C-865/ARC-1..
Control Receiver DME C866/ARN-21.

Enclosure (1)
Page 3

List of Equipment (continued)

Location

Center Pedestal Center Pedestal Center Pedestal Center Pedestal Center Pedestal Pilot's Inst. Panel Pilot's Inst. Panel Pilot's Inst. Panel Pilot's Inst. Panel Fuse. Sta. 236 Radio Oper. Sta. Fuse. Sta 467 Center Waist Section Upper Main Radio Rack Sta. 467 Sta. 499

Radio Rack (1) Bottom Sta. 658 1 Top Sta. 504

Item

Control C-1015/ARC-27. Control C-1159/APX-6B IFF. Control C-1272/APA-89 S.I.F. Control Radar Set C-1399, ARC-58. Controls for AIC-5 Interphone. Ind. Course RH 5821-561-3096FBXR. Ind. Course ID 387 FRN. Ind. ID-250. Ind. Height ID-257 APN-22. Rec-Xmitter RT-261/APX-7. Rec. ASH 01203 B-1250. Rec-Radio R-648/ARR-41 and mount. Rec-Radio R-540/ARN-MC. Rec-Xmitter RT-220/ARN-21. Rec-Xmitter RT-311/ARC-38A. Amplifier-Electronic Control AM-291/APN-22. Amplifier Servo AM203/ARA-19.

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.





Enclosure (1) Page 4

List of Equipment (continued)

Location

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L/S Fuselage, aft of forward radome Lower Waist Body Hatch Co-Pilot's Panel Center Pedestal Pilot's Inst. Panel Co-Pilot's Inst. Panel Pilot's & Co-Pilot's Station Fuse. Sta. 183 Pilot's Inst. Panel Fuse, Sta. 183 Waist Section Nav. Rack Nav. Rack

Radar Rack Radar Rack Radar Rack

Nav. Rack

Nav. Table ECM Rack Waist Section

Nav. Compartment
Fuse. Sta. 250
ECM Rack
Fwd. of IFF Receiver
Radar Well
Radome
Radome
Radome
Radome
Fwd. of Power Supply
Vert. Fin Tip
Upper Fuse. to fin
L/S Fuse. Sta 75
Bottom Fuselage

Antenna UHF ARC-27 92685-616125.

Antenna AT-234/APX-6.
Ind. MFD 92685-629251.
Ind. Range and Azimuth ID-231/APS-20B.
Ind. Range ID-310/ARN-21.
Ind. Searchlight Pos. ID 277/NVO-2.

Ind. Searchlight Pos. ID 277/NVQ-2. Rec. ASH 92685-447419 L and R. Rec. ASH 81866-1473. Selector MK2, Mod. 2. Xmitter 19315-4456-5. -Amplifier, Compass RQ0000-000-0000 VAPR. Control Box 80058-C-6104/ARR-26. Control Camera K-19B. Control Recorder Sonbouy, C-761/AIC-5. Control Radar 80058-C1040/APX-7. Control Radar Camera 80065 C-3R-1A. Control Radar 80058-C-1449/APS-20E and mount. Control ARN-6 Radio Compass. Control Remote Aero-14. Controller Roll Stab. Gyro. R-6615-676-0855-V170. Drift Meter.

R-6615-676-0855-VI70.

Drift Meter.
Indicator FPN-70, Mount and Receiver.
Timer Camera MCD-86494 K-25.

Amplifier AM 608/ARF-25.

Amplifier Magnetometer AM 767/APS-20E.

Antenna Reflector AS-407/APS-20E.

Antenna APX-7.

Coder Synchronizer KY-84/APX-7.

Cooling Unit HD-125/APS-20E.

Rec. Radio R-216F/ARR-26.

Antenna 92685-432808 (1 each)

Antenna Forward and Aft, 92685-52-4308-1.

Antenna Cavity AT134/ARN . Radome 36659-525370-1.

SEROS!

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Enclosure (1)
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List of Confidential Equipment:

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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.
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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.