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DPD 6831-59

7 October 1959

MEMORANDUM FOR: Directorate of Plans
Deputy Director for War Plans
Headquarters USAF

ATTENTION: Lt. Col. L. F. Preuty, AFYPD-PL-TB

SUBJECT: Ferrying of Test Bed RB-69 to Lockheed Aircraft
Corporation, Burbank, California

1. Upon completion of testing of the first test item in the present RB-69 test program (Phase VI) at Eglin AFB, it will be necessary to return the aircraft to Lockheed Aircraft Corp., Burbank, California, for installation of the next item to be tested.
2. It is requested that the testing of the first test item in Phase VI be completed and the aircraft depart for Burbank on 2 November 1959 for approximately ten days.
3. No maintenance requirements have been laid on Lockheed, therefore, the aircraft should depart Eglin AFB with enough flying hours remaining before inspection to make the round trip plus approximately ten hours for local flying in the Los Angeles area.
4. Crew requirements are only those necessary to fly the aircraft plus the Eglin AFB Eilat test officer.
5. CIA Project Officer for RB-69 testing, will arrive at Eglin AFB approximately 24 hours before departure, accompany the aircraft to Lockheed and back to Eglin.

FOR THE DEPUTY DIRECTOR (PLANS)

SIGNED

BY: _____

WILLIAM BURKE
Colonel USAF

WH:bm

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DFD-8058-59

25 November 1959

25X1A MEMORANDUM FOR:

SUBJECT : Flameout, U-2

1. As was related to you by telecon, this activity recently experienced a flameout in an assigned aircraft which resulted in a successful "dead-stick" landing. Investigation indicated a cotter key missing from the fuel Bypass Shaft Nut allowing this nut to come off the shaft. Fuel pressure caused the Bypass to seat on the totalizer outlet fitting, shutting off fuel to the engine. Inspection of all possessed engines disclosed that there was one engine at Edwards AFB without the cotter key in question. A review of depot records revealed that a total of twenty-one fuel transmitters had been received from Air Force Stocks during the period 23 August 1957 through 22 May 1959. In the interim, seventeen of these transmitters were returned to Air Force depots for TOC. It is assumed that the deficient transmitters were drawn from Air Force stocks in that transmitters lacking cotter keys did not have Lockheed decals.

2. It is Lockheed's contention that Air Force maintenance activities are not installing the cotter key on all transmitters coming into the system. In view of this the Project is having Lockheed inspect all transmitters received in order that remedial action may be initiated.

Lt. Col., USAF

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Dist: 0 - Addee

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