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MEMO FOR RECORD

15 April 1966

While TBY to Air International Company, Miami, Fla., 12 and 13 Apr 66, for the purpose of inspecting navigation equipment on the Douglas A4C aircraft, I observed the following:

1. The complete oxygen system on the aircraft has been removed to reduce the weight.
2. The auto pilot has been removed and in its place is the Bendix Radar indicator.
3. There is a SIF on the pilots overhead panel.
4. The HF and FM are located at the right side systems operators station in the rear of the aircraft. The pilot will be required to call the systems operator to tune the HF and FM for him.
5. The navigators instruments are located high on the wall half way down the left side of the cargo compartment. To monitor or use these instruments the navigator must stand in the aisle. I was told the reason these instruments were in the location stated was the navigators requirement to plot large LOPs on small scaled charts in the theater of operations. The navigator will be required to stand in the aisle during a normal mission up to ten hours.
6. During an over the horizon flight, the navigator will be required to monitor the pilots airspeed, altitude, and temperature in the cockpit. He will be required to take celestial shots in the forward compartment, then return to his navigator station in the rear to monitor and control his instruments from the aisle. He will then plot his fixes in the navigators chair and then repeat the above cycle over again. Much of the navigators movement

could be eliminated by the addition of an airspeed indicator, altimeter, free air temperature indicator, and aircraft clock at the navigator's station. Also, he will require a high chair (G.S. stock #7110-201-4469) that can be placed in the aisle to facilitate navigation and monitoring and controlling his instrument.

7. The position of the radar in the pilots cockpit will require the pilots to ^{be} completely trained in its use.

8. Each aircraft engine with more than 820 hours will be replaced by a newly overhauled engine.

9. At this time, the usable fuel in the 250 gallon ferry tank is unknown. (I have contacted Sgt Ketchum at Sanders to make this determination on the #2 aircraft.)

10. The Air Force acceptance crews are accepting the aircraft on flying ability only and are not familiar with navigation equipment on the aircraft.

11. A conversation with the Sanders Associates personnel revealed no training had been considered on how to tie in the navigation gear with the Sanders equipment.

12. When I left, the radar on the #1 aircraft was functioning properly, but the doppler, LORAN "C", and C-12 compass system were not. There was no navigator available to check out each piece of the navigation equipment when the engineers say it is operational.

13. The C-12 compass system is checked out on the ground, but no air swing of the compass is being accomplished to provide compass correction cards.

15. According to the Bendix representatives at Air International, aircraft #3 thru #8 will be equipped with a doppler other than the one specifically designed for the Phyllis Ann project. They state that this substitute doppler will be replaced by the design doppler at Sanders. This will mean no Air Force acceptance check of the design doppler will be accomplished on these aircraft.

16. The Vice-President of Air International stated that he had been notified by the Sperry Gyroscope Co. that the "B" components to the LORAN "C" would not be available for many of the aircraft. This will mean these aircraft will be ferried without LORAN capability.

JOSEPH P. SHANAHAN, Captain, USAF
C-47 Flight Examiner

MEMO ROUTING SLIP		ACTION	
TO	FROM	INITIALS	DATE
1 TO WAMA (NCEA-2) Attn: Mr. James C. Prince	Need for Approvals, Disapprovals, Process, or Similar Actions		
2			
3		X	
4			
REMARKS			
FROM <i>Carl E. Bell</i> CARL E. BELL, Capt, USAF Logistics Staff Officer SAC-1C, Eglin AFB, Fla.		DATE 20 Apr 66	PHONE 882-3058/3007

DD FORM 95
1 OCT 65
Replaces DD Form 94, 1 Feb 59, and DD Form 94-1, 1 Feb 50, which will be used until exhausted. GPO