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**Investigation of Alleged Violation of AF Regulation December 2nd,
1948**

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AMC FLIGHT TEST DIVISION PROJECT OFFICE
MUROC AIR FORCE BASE
MUROC, CALIFORNIA

MCRF/RLC/rfb
2 December 1948

SUBJECT: Investigation of Alleged Violation
of AF Regulation.

TO: Directorate, Technical Engineering Division
Murco Air Force Base
Murco, California

1. Subject investigation was conducted by the undersigned officer on the 29th and 30th of November 1948. The findings of this investigation are listed below.
 - a. Civil Aeronautics Administration report of alleged violation number "PT-Center-17" is in error as to point of departure. The actual point of departure was Floyd Bennett Naval Air Station instead of Roosevelt Field, Long Island.
 - b. Although weather was not considered pertinent to this incident, the pilot was on top of the overcast in the clear during the entire flight except for the take-off and climb through the overcast. Contact conditions were encountered from the Pittsburgh area to the Wright Field area.
 - c. Captain C. E. Yeager accomplished the take-off and climb in accordance with clearance instructions. Upon reaching 18,000 ft. the pilot leveled off, in the clear, and continued on his proposed flight plan. Shortly after attaining level flight, the pilot noticed indications of generator failure. An attempt was made to contact Altoona Radio Range Station on VHF channel "A" with no apparent success. The pilot then decided to turn off all radio and electrical equipment since he had lost generator power. The flight was continued in accordance with AAF Regulation 60-16, Section five, paragraph 61, section b., sub sections (1) and (2). In accordance with subsection (2) the pilot proceeded according to current flight plan, until west of Pittsburgh where the pilot adhered to sub section (1) by proceeding in accordance with VFR.

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of AF Regulation.

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2. Subject allegation has been determined to be valid, in that the pilot did not give position reports to the appropriate reporting points. However, this was due to mal-function of equipment and not due to pilot negligence. It is therefore recommended that no disciplinary or corrective action be taken against Captain Charles E. Yeager.

ROBERT L. CARDENAS
Major, USAF
Project Officer