



DIRECTOR OF DEFENSE RESEARCH AND ENGINEERING  
WASHINGTON, D. C. 20301

*Have see me*

*Hold*  
5 MAR 1976

**MEMORANDUM FOR THE SECRETARY OF DEFENSE**

**SUBJECT: C- 5 Door Modification - Information Memorandum**

At our recent meeting with Dr. Morgenstern, he mentioned the matter of an expensive latch modification to the C-5 cargo aircraft. I have found that as a result of the C-5A accident, during the evacuation of orphans from Saigon, and two other incidents involving the C-5A aft ramp, the Air Force deactivated and positively blocked the aft ramp pending completion of review and corrective action to preclude recurrence. It has been determined that the basic system design is structurally adequate if properly rigged and that some form of immobilization device would eliminate any interaction between locks resulting from improper rigging and assure functional adequacy of the system.

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The Air Force plans to install manual lock pins at each lock assembly of both the forward and aft ramps. The se manual locks will secure each bellcrank in an overcenter locked position and preclude any possible interaction between locks resulting from improper rigging and component failure. This modification also provides the capability for improved rig points and provides the means for quick rig verification without component disassembly. Installation is scheduled to start in April 1976 and be completed by August 1977.

A total of 180 kits at \$1, 728 per kit are to be procured (77 for installation, 100 spares, and 3 for training).

Funding is as follows:

<u>FY 76</u>	<u>FY 77</u>	<u>FY 77</u>	<u>Total</u>
\$4.2M		2.5	6.6

4044

*Malcolm R. Currie*  
Malcolm R. Currie

*A \$7M mistake rather than \$200M. Almost too much to see for.*

(5 MAR 76)  
AMERICAN REVOLUTION BICENTENNIAL  
1776-1976