

Stuck Wing Forces No. 2 B-1B to Land At High Speed

ternational, national, strategic, regional and tactical deceptions.

"The Soviet deception strategy covers most of these elements," he said. "The ones undertaken by the Defense Dept. are more involved with regional considerations covering an overall battle plan and are tactical in nature, rather than strategic."

Defense Dept. funding for disinformation activity is not large, the official said. Most of the funds required to generate overt false information have come from individual program budgets. The official also said that following traditional intelligence practice in compartmenting responsibility and chain of command, no single person is in charge of disinformation activity at the Defense Dept., although a number of top government officials are aware that deception is being used in some of their programs.

The oversight of the disinformation process at the Defense Dept. is the responsibility of a number of advisory groups, he said.

Correct Channels

"If some of the results of the disinformation activity on a particular program get passed to Congress through hearings or other means, there are channels on the Hill that can be used to get the correct information to the people who need to know," the official said. "Program budget amounts sent to Congress are correct."

Roy Godson, an associate professor of government at Georgetown University and a government consultant, believes there are benefits to be derived from making disinformation a matter of national policy, but he thinks that it will be difficult to implement fully in the U.S.

The establishment of a tactical disinformation program is more feasible than a strategic program, Godson said. There are numerous factors that work against a long-term deception program by the U.S. government, Godson said. The first is that the U.S. democratic political system does not lend itself to making long-term national security policy choices. Another negative factor in establishing this type of program, he said, is that by its very nature it knowingly misleads the American people, a dangerous precedent.

Another obstacle in implementing a disinformation program as envisioned by the Defense Dept. is that too many people would have to be aware that false or misleading information is being transmitted.

"This type of an operation would have to be a tightly held secret and we live in a

very information-porous system," Godson said. "It is not like the Soviet Union, where all major government entities are involved in this technique to help achieve Soviet objectives."

"By saying that we have a disinformation policy aimed at the Soviet Union," Godson said, "maybe we are creating disinformation."

Another view of the disinformation activity was offered by a special adviser to the Defense Dept. on similar matters.

"The Soviet policy makers exploit our willingness to listen to all opinions, and in very few instances do the Soviet people hear the actual policies of the United States and its allies," the adviser said. "The Soviets have used active deceptions in an attempt to change policies in numerous instances, including the placement of cruise missiles in Europe and attempts to discredit our alliances with other nations."

"Our embarking on disinformation activity raises many difficult and emotional problems, that still need to be overcome. But we need to do it." □

Ariane Launch Postponed

Washington—An anomaly discovered in telemetry data from the European Ariane V16 vehicle launched last month from Kourou, French Guiana, has caused postponement of the V17 mission until completion of a technical review, expected by Mar. 17.

By early last week, analysis of V16 data had progressed to nozzle-vector actuators on the Ariane 1 Viking first-stage engines, which are built by Aerospatiale and Societe Europeenne de Propulsion (SEP) of France.

The Feb. 22 launch of the Spot-1 Earth resources satellite and Sweden's Viking scientific satellite was the last flight for the basic Ariane 1 (AWAST Mar. 3, p. 21).

Actuator on the second of four first-stage engines showed a reading 8% above nominal pressure for the first 30 sec. of the flight. It then returned to normal, according to Philippe P. Rasse, director of engineering at Arianespace, Inc. Engineers at Societe Anonyme Belge de Constructions Aeronautiques (Sabca) of Belgium, SEP's actuator subcontractor, were attempting to reproduce the anomaly late last week and determine its cause.

The V17 launch of GStar 2 and Brasilsat S2 communications satellites on an Ariane 3 vehicle previously was scheduled for Mar. 14 and now is expected on Mar. 19 from the new ELA-2 site at Kourou.

Los Angeles—Air Force pilots completed a successful high-speed landing of the second production U.S. Air Force/Rockwell International B-1B bomber at Edwards AFB, Calif., last week after the aircraft's variable-sweep wings became stuck in a swept position during a training flight. The pilots also landed the bomber with only three of four engines operating after shutting down the aircraft's No. 3 engine as a precautionary measure after receiving a warning light indication in the cockpit.

The No. 2 B-1B was on a local training flight out of its home base at Dyess AFB, Tex., when the wing became stuck at the 55-deg. sweep position. Air Force officials decided to fly the B-1B to Edwards to take advantage of the base's 15,000-ft. main runway and lakebed runway extension area if needed for the high-speed landing.

238-Kt. Landing

Air Force Maj. David Holmes, instructor pilot and pilot Maj. Bill Fier brought the aircraft down on Edwards runway 04 at approximately 238 kt. indicated airspeed and began applying the brakes at 230 kt. The aircraft used up 13,000 ft. of runway during the rollout after landing a little beyond the threshold. The pilots turned the B-1B off onto the taxiway where a fire truck met the aircraft and extinguished a small brake fire.

A 20-member investigation and maintenance team was flown from Dyess to Edwards following the landing to begin an analysis of the incident. Preliminary reports indicate that the aircraft sustained limited damage to the brakes and tires as a result of the landing. A preliminary inspection of the General Electric F101-GE-102 turbofan that was shut down did not reveal any engine problems.

The investigation team was able to duplicate the wing sweep failure by hydraulically cycling the wings during ground tests, but the actual cause had not been identified as of late last week, according to the Air Force. Neither the flight test aircraft at Edwards or early production aircraft at Dyess were grounded as a result of the mishap.

Five crewmembers were on board the normally four-seat B-1B for the training flight. The extra crewmember, Maj. Dean Hodgson, an avionics systems instructor, was seated in a jump seat. The other crewmembers included Maj. Jim LaSalvia, offensive systems operator, and Capt. Fred Strain, defensive systems operator. None were injured during the landing.

The crew had just completed a high-