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From: Lvjet
Sent: Fri 12/2/2011 4:26:42 AM
Subject: B727 test flight

Jeffrey,
completed the Boeing RVSM measuring test flight today, the flight didn't go very well,. I flew as Captain today, so Dave was required to do call outs as he was co-pilot,.
first call-Airspeed alive, (should be both sides, capt and co pilots airspeed)
second call - 90 kts,
third call - V1, Vr then V2.
As captain I always glance at the airspeed indicator once I hear Vr when I looked at my airspeed indicator, it was reading Zero,. I continued the take off since I exceeded V1 and was committed to getting the aircraft in the air. Dave missed noticing my airspeed didn't move.

-next item was the #1 EPR appeared to be reading high with the same N1 speed as the other engines,.
my gut tells me mud in both pitot tube for airspeed, and mud dobber in the EPR line located in the rear of the engine,. with remote chance of air data computer, since my altimeter was 150 foot difference compared to the copilots, this certainly voided my RVSV certification try, I will not get the results of the test for 10days, and would be surprised if the aircrafts passed the test, since 80% was measured with me hand flying the plane,. the test is suppose to be the autopilots ability to hold altitude,.
will work the items tomorrow and try to get plane ready for possible Demo flight for Qatar,. Don Bass has only recieved a short email from Terak stating Dec 3rd is still a go, and will call soon to discuss the viewing,.

thank you,
Larry