

<b>Title:</b>	A-12 FLIGHT LOGS
<b>Abstract:</b>	
<b>Pages:</b>	0193
<b>Pub Date:</b>	3/20/1963 - 6/30/1965
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<b>Release Decision:</b>	RIPPUB
<b>Classification:</b>	U

APPROVED FOR RELEASE  
DATE: MAY 2006 (b) (1)  
(b) (3)

TO: DIRECTOR

FROM: [REDACTED]

SUBJECT:

CLASS:

YOR: 0114Z 30 JUN 68

ROUTING	INT
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PRIORITY

IN 95244

PRIORITY [REDACTED]

NOV [REDACTED]

DEC [REDACTED] 2050

GCART OPS FLIGHT

- ARTICLE 122 MADE FLIGHT (12 ON 2) JUN 68. PILOT: [REDACTED]  
TAKE OFF AT 0825 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WT 109,000  
LBS. C.G. 18.5 PERCENT, TAKE OFF DISTANCE 7,000 FT, TAKE OFF SPEED  
210 KTS, PRESSURE ALTITUDE 4200 FT, TEMPERATURE 65 DEGREES, WIND  
320/6, MAX SPEED 3.0 MACH, MAX ALTITUDE 72,000 FT, TIME OVER 2.0  
MACH THIS FLI 45 MINUTES, TIME OVER 2.6 MACH THIS FLI 15 MINUTES,  
TIME OVER 2.8 MACH THIS FLI 10 MINUTES, TIME OVER 3.0 MACH THIS FLI  
02 MINUTES. TIME OVER 50,000 FT THIS FLI 45 MINUTES. PURPOSE: MFC  
EVALUATION AND AIR STARTS IN DERICHED CONDITION. CONFIGURATION: 3.2  
AND MANUALLY CONTROLLED FUEL DERICHMENT VALVES ON BOTH MFC. YJ-YJ  
ENGINES - BENDIX MFC ON THE LEFT AND A HS-FROSTY MFC ON THE RIGHT.
- TAKE OFF AND CLIMB ON A 400 KEAS SCHEDULE WITH BOTH FORWARD  
AND AFT DOORS CLOSED. AT 1.7 MA OPENED AFT DOORS TO 100 PERCENT AND

IN 55244

~~SECRET~~

2630

PAGE TWO

2.9. EACH TIME HE GOT THE UNSTART THE AFT DOORS WERE GOING TO 50 PERCENT AFTER HAVING BEEN 100 PERCENT. FINALLY AT 2.95, EVERYTHING WAS SMOOTH WITH FORWARD DOORS CLOSED AND AFT DOORS AT 50 PERCENT. GOT TO 3.01 AND STARTED DECELERATION IN MIL. POWER. THEN CLOSED THE AFT DOORS AND OPENED THE FORWARD DOORS. GOT A STALL AND AN UNSTART ON THE LEFT SIDE WITH A FAST RISE IN LEFT EGT. AT 840 DEGREES CENTIGRADE PILOT DECIDED TO MANUALLY DERICH WHICH HE DID AT ABOUT 860 DEGREES. EGT WENT DOWN AND ENGINE SMOOTHED OUT. CONTINUED DECELERATION TO 2.0 MN AND THEN ACCELERATED TO 2.6 FOR ENGINE SHUTDOWN AND RESTART. AFTER LEFT ENGINE SHUTDOWN, TRIED RESTART IN DERICHED CONDITION. NO START AFTER TWO ATTEMPTS, SO WENT TO NORMAL FUEL FLOW CONDITION AND GOT A GOOD START. WENT TO 2.6, DERICHED, AND SHUT ENGINE DOWN. GOT A GOOD START IN DERICHED CONDITION. TRIED THIS PROCEDURE TWICE WITH GOOD STARTS EACH TIME. DESCENT AND LANDING NORMAL.

NOTE: (1) THE DERICHMENT VALVE IS AUTOMATICALLY ACTIVATED AT 860 DEGREES CENTIGRADE IN ADDITION TO BEING CAPABLE OF BEING ACTIVATED MANUALLY BY THE PILOT FOR TEST PURPOSES. POST FLIGHT ANALYSIS SHOWED THE DERICHMENT VALVE DID ACTIVATE AUTOMATICALLY WHEN THE EGT WENT TO 860 DEGREES, JUST AHEAD OF THE PILOT MANUALLY ACTIVATING THE VALVE.  
(2) NO ENGINE TRIM REQUIRED THROUGHOUT THIS FLIGHT.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2305Z 28 JUN 1965

~~SECRET~~

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PRIORITY

IN 95077

TOR 0001Z 29 JUN 1965

ASA-20

TO PRIORITY  INFO  ONE  2629

OXCAR OPS FLTEST

- ARTICLE 122 MADE FLT 111 ON 28 JUN 65. PILOT:  TAKE OFF AT 11:11 HOURS FOR 1 HOUR AND 3 MINUTES. GROSS WEIGHT 114,400 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4270 FT, TEMPERATURE 75 DEGREES, WIND CALM, MAXIMUM SPEED 2.67 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0 MACH THIS FLT 42 MINUTES, TIME OVER 2.6 MACH THIS FLT 10 MINUTES, TIME OVER 50,000 FT THIS FLT 42 MINUTES. PURPOSE: FCF AND FUEL DERICHMENT TESTS. CONFIGURATION: 3.2, YJ-Y ENGINES WITH MANUALLY OPERATED FUEL DERICHMENT VALVES AND FROSTY FUEL CONTROLS ON BOTH SIDES.
- LEFT ENGINE VERY HARD TO START - HAD TO DOUBLE CLUTCH BUT STILL VERY SLOW. NO TRIM REQUIRED PRIOR TO TAKEOFF AS BOTH EGT'S WITHIN 7 DEGREES OF TARGET. CLIMBED OUT AT 400 KEAS USING NORMAL DOOR SCHEDULE. ACCELERATION VERY GOOD AT FIRST BUT BECAME VERY POOR AROUND 2.4 MN. WAS BARELY ABLE TO HOLD 2.5 IN TURN. FINALLY GOT 2.67 AFTER

PAGE TWO  2629

~~SECRET~~

IN 95017

AT 2.45 MN WENT TO FULL A/B AND ACTIVATED BOTH DERICHMENT VALVES INDIVIDUALLY. GOT A LITTLE OVER 100 DEGREES DROP IN EGT AND 4-500 DROP IN RPM ALONG WITH A FUEL FLOW DECREASE. THERE WAS NO YAW NOTED AND THE ACTIVATION/DEACTIVATION OF FUEL DERICHMENT WAS VERY SMOOTH. LANDING AND CRUTE DEPLOYMENT WAS NORMAL. INS AND SAS WORKED GOOD. AUTOPILOT WAS NOT USED. THE VOICE RECORDER WAS INOPERATIVE ENTIRE FLIGHT. NO ENGINE TRIM USED THROUGHOUT FLIGHT AND EGT° S HELD GOOD.

END OF MESSAGE

1757Z 28 JUN 65

~~SECRET~~

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PRIORITY

IN-93659

TO: 1853Z 28 JUN 65

TO PRIORITY  INFO  ONTS  2470

OXCART OPS FLTESTS

1. ARTICLE 122 MADE FLIGHT 110 ON 18 JUNE 65. PILOT:   
 TAKE OFF AT 1456 HOURS FOR 51 MINUTES. GROSS WEIGHT 110,000 LBS,  
 C.G. 20 PERCENT, TAKE OFF DISTANCE 5600 FEET, TAKE OFF SPEED 205  
 KNOTS, PRESSURE ALTITUDE 4400 FEET, TEMPERATURE 77 DEGREES, WIND  
 200/7, MAX SPEED 2.8 MACH, MAX ALTITUDE 76,000 FEET, TIME OVER 2.0  
 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20  
 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES, TIME OVER 50,000  
 FEET THIS FLIGHT 35 MINUTES. PURPOSE: 34K ENGINE EVALUATION (LEFT  
 SIDE) AND FROSTY FUEL CONTROL WITH DERICHMENT VALVE (RIGHT SIDE).

2. SUMMARY: TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL  
 WITH THE EXCEPTION THAT  COULD DEFINITELY FEEL THE ADDITIONAL  
 THRUST FROM THE LEFT ENGINE. RIGHT ENGINE FWD AND AFT BY PASS  
 DOOR SCHEDULES AND OPERATION WERE NORMAL. THE LEFT AFT BY PASS DOOR  
 WAS CLOSED FOR THE ENTIRE FLIGHT AND THE LEFT FWD BY PASS WAS

[ ] 2470 (IV-93659)

~~SECRET~~

PAGE-2

THE SWITCH TO PUT THE FORWARD BY PASS DOOR IN AUTOMATIC. HE PUT THE LEFT FORWARD BY PASS DOOR IN AUTOMATIC AND SHOCK RECOVERY WAS AUTOMATIC. NO ADDITIONAL DIFFICULTIES WERE ENCOUNTERED DURING ACCELERATION TO 2.8 (MAX SPEED SCHEDULED FOR THIS FLIGHT). DECELERATION WAS NORMAL EXCEPT A SHOCK EXPULSION OCCURRED ON THE LEFT SIDE AS [ ] DECELERATED BELOW 2.12 MACH. LANDING AND CHUTE OPERATION WERE NORMAL. [ ] TRIMMED THE LEFT ENGINE (BENDIX CONTROL) PRIOR TO TAKE OFF BUT DID NOT HAVE TO TRIM THE RIGHT ENGINE AT ANY TIME.

END OF MESSAGE

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0001Z 17 JUN 65

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PRIORITY

0024Z 17 JUN 65

IN 93870

OSA 1-20

TO PRIORITY  INFO  GTS  2397

OXCART OPS FLIEST

1. ARTICLE 122 MADE FLIGHT 108 ON 16 JUN 65. PILOT:   
 TAKE OFF AT 0930 HOURS FOR 55 MINUTES. GROSS WEIGHT 110, 600 LBS,  
 C. G. 19.6 PERCENT, TAKE OFF DISTANCE 5900 FT, TAKE OFF SPEED 196  
 KNOTS, PRESSURE ALTITUDE 4640 FT, TEMPERATURE 56 DEGREES, WIND  
 LIGHT AND VARIABLE, MAXIMUM SPEED 2.81 MACH, MAXIMUM ALTITUDE 74,200  
 FT, TIME OVER 2.0 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH  
 THIS FLIGHT 15 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES.  
 TIME OVER 50,000 FT THIS FLIGHT 35 MINUTES. TOTAL AIRCRAFT TIME  
 104:31. PURPOSE: ENGINE ROUGHNESS TESTS (3.05 JJ) AND DERICHMENT  
 EVALUATION (2.15 YJ) CONFIGURATION: JJ/YJ 3.05.

2. SUMMARY: PILOT ACCOMPLISHED ENGINE ROUGHNESS TESTS ON J  
 ENGINE 305 TO 2.81 MACH. ROUGHNESS PICKED UP AT 1.9 ON ACCELERA-  
 TION, A SECOND ROUGHNESS APPEARED AT 2.17 MACH WHEN BY PASS BLEEDS  
 OPENED AND A THIRD ROUGHNESS APPEARED DURING MANIPULATION OF THE INLET



[ ] 2397

IN 95070

~~SECRET~~

PAGE TWO

WITH WINDMILL BY PASS VALVE ON ENGINE WHICH HAD PREVIOUSLY GIVEN  
ROUGHNESS. ALL TESTS SCHEDULED ON FLIGHT CARD ACCOMPLISHED AND  
ROUGHNESS APPEARED AS PREDICTED. THIS CONCLUDES ROUGHNESS  
INVESTIGATION ON ENGINE 305 IN THIS AIRCRAFT. INCREASED THRUST  
34.5 K ENGINE WILL NOW BE INSTALLED. CHUTE DEPLOY/JETTISON NORMAL.

END OF MSG

FORM 20 1-65

MSG. 1-65

2002Z 18 JUN 1965

CLASSIFIED MESSAGE  
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TO DIRECTOR

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PRIORITY

IN 93472

20021Z 18 JUN 1965

OSA 1-20

PRIORITY

INFO

CITE  2445

OXCART  FLTEST OPS

1. ARTICLE 122, FLT 109, ON 18 JUNE. PILOT:   
 TAKEOFF AT 0935 FOR 35 MIN. TAKEOFF SPEED: 205 KNOTS, TAKEOFF  
 DISTANCE: 6400 FT. MAX ALT: 55,000 FT, MAX MN: 2.0MN, TEMP: 61 DEG,  
 WIND: 330 DEG/4 KNOTS.

2. PURPOSE: 34K ENGINE EVALUATION. LEFT ENGINE WAS TRIMMED  
 TO 802 DEG AND THE RIGHT ENGINE TO 784 DEG. THE LEFT THROTTLE WAS  
 PULLED TO IDLE AND THE ENGINE FLAMED OUT, WITH RESIDUAL SMOKE NOTED.  
 THE ENGINE RESTARTED NORMALLY. DURING TAKEOFF THE PILOT HELD LEFT  
 RUDDER, WHICH INDICATED HIGHER THRUST ON LEFT ENGINE. ALTHOUGH DURING  
 CLIMB THE BALL WAS NEAR CENTER, WHICH INDICATED EQUAL THRUST BETWEEN  
 THE TWO ENGINES. AT 1.7MN THE AFT DOORS WERE OPENED 50 PERCENT.  
 AT 1.96MN THE FWD DOORS WERE PLACED IN AUTO AND THE LEFT ENGINE STALLED  
 AND CONTINUED TO STALL WHILE DECELERATING TO 1.7MN. PILOT TRIED MANY  
 DOOR AND SPIKE SCHEDULES WITH NO SUCCESS. ACCELERATING OUT AGAIN TO

PAGE TWO  2445

~~SECRET~~

IN 93472

LIGHT CAME ON INTERMITTENTLY. DECELERATION, LANDING, CHUTE NORMAL.

PILOT COMMENTS:

LEFT ENGINE FELT ON THE VERGE OF STALL DURING ENTIRE FLIGHT.

END OF MESSAGE

104  
403

DATE

TO

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ACTION

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*Request*

TO

PRIO

OR

1. AIRCRAFT 122 MADE FLY INT (8 JUN 63), PILOT [REDACTED] DEPARTED  
 55 MIN. TAKE OFF TIME 1730L. HAD BACK 2.3, MAX ALT 75,000 FT.  
 TAKE OFF OF 30 MI 12,000 LBS, U.G. 20 PERCENT, TAKE OFF DIFFICULT  
 FROM FIELD, RATE 2.0-3.0, TEMP 51 DEGREE, WIND 6 KNOTS AT 60  
 DEGREE. TIME ABOVE 2.3 25 MIN, ABOVE 2.5 20 MIN, ABOVE 2.0  
 15 MIN.

2. PURPOSE OF FLIGHT WAS ENGINE ROUGHNESS TEST. LAG AND F4W  
 PERSONNEL ADVISED THAT REPLACEMENT OF THE WINDMILL VALVE IN THE  
 FUEL SYSTEM HAD APPARENTLY SOLVED THE ROUGHNESS PROBLEM SINCE TWO  
 FLIGHTS WERE MADE WITH THE NEW VALVE WITHOUT THE PROBLEM. THEY  
 THEREFORE WERE ABLE THE VALVE AS A FURTHER VERIFICATION TEST AND  
 THE ROUGHNESS DID RETURN. THEY MAY OR MAY NOT NOW INSTALL THE  
 VALVE IN A Y-21 AIRCRAFT TO FURTHER VERIFY. IN ANY EVENT, IT IS  
 APPEARED TO BE ONE OF THE PROBLEMS SHOULD BE CONSIDERED

111801Z JUNE 1965

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ROUTING

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PRIORITY

OSA 1-20

IN-92231

TOR: 111820Z JUNE 1965

TO PRIORITY

INFO

CITE

2283

OXCAR KWNOMAD FLTEST OPS

1. ARTICLE 122 MADE FLT 107 10 JUN 65, PILOT  DURATION 55 MIN, TAKE OFF TIME 1730L. MAX MACH 2.8, MAX ALT 76,000 FEET. TAKE OFF GROSS WT 110,000 LBS, C.G. 20 PERCENT, TAKE OFF DISTANCE 7800 FEET, SPEED 210 KNOTS, TEMP 81 DEGREES, WIND 6 KNOTS AT 60 DEGREES. TIME ABOVE M2.0 25 MIN, ABOVE 2.6 20 MIN, ABOVE 2.8 15 MIN.

2. PURPOSE OF FLIGHT WAS ENGINE ROUGHNESS TEST. LAC AND P&W PERSONNEL HAD NOTED THAT REPLACEMENT OF THE WINDMILL VALVE IN THE FUEL SYSTEM HAD APPARENTLY SOLVED THE ROUGHNESS PROBLEM SINCE TWO FLIGHTS WERE MADE WITH THE NEW VALVE WITHOUT THE PROBLEM. THEY THEREFORE REINSTALLED THE VALVE AS A FURTHER VERIFICATION TEST AND THE ROUGHNESS DID RETURN. THEY MAY OR MAY NOT NOW INSTALL THE VALVE IN ANOTHER AIRCRAFT TO FURTHER VERIFY. IN ANY EVENT, THIS APPEARS TO BE THE CAUSE AND THIS PROBLEM SHOULD BE CONSIDERED

040 0840Z 10 JUN 65

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TO : DIRECTOR

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TOR: 0209Z 10 JUN

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PRIORITY

IN: 91923

TO PRIORITY

INFO

CITE

2246

OXCARI FLTEST OPS

1. ARTICLE 122, FLT 106, ON 9 JUNE. PILOT: TAKEOFF AT 1404 HRS, FOR 55 MIN. GROSS WT: 110 LBS, C. G. 20 PERCENT, TAKEOFF DISTANCE: 6600 FT, TAKEOFF SPEED 205 KNOTS, TEMP: 75 DEG, WIND: 0 - 4 VAR, MAX MACH: 3.22, MAX ALT: 81,000 FT. TIME OVER 50,000 FT - 35 MIN; 2.0 MN - 35 MIN

2. 6 MN - 25 MIN; 3.0 MN - 10 MIN; 3.2 MN - 5 MIN. PURPOSE: JJ ENGINE ROUGHNESS INVESTIGATION. SUMMARY: TAKEOFF AND CLIMB NORMAL EXCEPT LEFT BURNER WAS SLOW TO LIGHT. 400 KEAS CLIMB INITIATED. AT 1.7 MN FWD DOORS AUTO ACCELERATING TO 2.55 MN ROUGHNESS WAS ENCOUNTERED. LEFT FUEL FLOW WAS NOTED WINDING DOWN 400 TO 500 LBS WITH INCREASING ROUGHNESS. THE FUEL FLOW THEN INCREASED WITH DISAPPEARING ROUGHNESS. PERIOD OF THIS OSCILLATION WAS ABOUT 3 SECONDS. THEN SET OSCILLAGRAPH TO HIGH TO RECORD THE ROUGHNESS. AT 2.6 MN, RETARDED

~~SECRET~~

2246 (IN: 91903)

PAGE --2--

ACCELERATED OUT TO 2.66 MN WITH NO ROUGHNESS. CONTINUED ACCEL.  
RIGHT ENGINE EGT WENT TO 828 AT 2.75 MN AND WAS TRIMMED DOWN.  
NOTED A LARGE SPLIT IN CIP'S AT 2.98 TO 3.0 MN. WENT TO AFT BYPASS  
CLOSED AND FWD OPEN 25 PERCENT WITH A 2 PSI INCREASE IN CIP TO 16  
LEFT AND 17 RIGHT. DECEL INITIATED.  
DECEL. PILOT NOTED ROUGHNESS AND LEFT FUEL FLOW OSCILLATION BETWEEN  
5000 AND 15000 LBS DURING ROUGHNESS. RIGHT FUEL FLOW HAD A SLIGHT  
FLUCTUATION. LANDING NORMAL, CHUTE SLOW TO DEPLOY. JETTISON O.K.

END OF MESSAGE

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DATA 2119Z 09 JUN 65

CLASSIFIED MESSAGE

~~SECRET~~

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OSA

ROUTINE

IN 91230

TOR: 2155Z 09 JUN 65

TO

INFO

CITE

2241

OXCART  FLTEST OPS

ARTICLE 122, FLI 105, FLOWN 9 JUNE 1965. PILOT:

TAKEOFF AT 0709 HRS FOR 58 MIN. MAX SPEED 2.84 MN, MAX ALT 75,000 FT. TAKEOFF GROSS WT 109,700 LBS. C. G. 20 PERCENT. TEMP 47 DEG, WIND CALM. TAKEOFF DISTANCE: 6300 FT, TAKEOFF SPEED: 200 KNOTS. TIME ABOVE 2.0 MN - 35 MIN, 2.6 MN - 15 MIN, 2.8 MN - 10 MIN; 50,000 FT 35 MIN. THE LEFT ENGINE WAS TRIMMED UP TO 808 DEG, THE RIGHT ENGINE UP TO 790 DEG. TAKE OFF AND CLIMB WERE NORMAL, ALTHOUGH THE LEFT AB WAS 4 TO 5 SECONDS NKLOW IN LIGHTING. THERE WAS TURBULENCE NOTED AT 45,000 FT CLIMBING. AT 2.15 MN, A SMALL BUZZ WAS NOTED IN THE ARTICLE WHICH RAPIDLY DISAPPEARED. NO OTHER ROUGHNESS WAS NOTED. SOME VERY MINOR GAUGE FLUCTUATIONS WERE NOTED HOWEVER. ACCELERATING NORTH OF  THE RIGHT ENGINE EGT STARTED TO CLIMB ABOVE 826 DEG WAS TRIMMED DOWN. AFTER TURN, INVESTIGATED ROUGHNESS FURTHER. FOUND NONE. DECEL NORMAL. IN PATTERN  FOUND GEAR HANDLE LOOSE IN HIS HAND. COULD NOT



[ ] 2241 (IN 91830)

~~SECRET~~

PAGE-2

CHUTE NORMAL.

PILOT COMMENTS: NEW CHUTE TOO WIDE ACROSS BACK FOR PILOT.

INS IN AUTO NAV NEEDLE TOO SENSITIVE TO FLY.

[ ] COMMENTS: GEAR HANDLE SCREW FELL OUT.

END OF MSG

FORM 141 1-57 (REV. 1-57)  
377

UNCLASSIFIED MESSAGE

REF: 141

DATE 1858Z 28 MAY 65

~~SECRET~~

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INFO :

TOR 1914Z 28 MAY 65

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PRIORITY

IN 89800

*05A1-20*

TO PRIORITY

INFO

CITE

2054

OXCART  FLIEST OPS

1. ARTICLE 122 MADE FLIGHT 103 ON 28 MAY. PILOT  TAKE OFF AT 0834 FOR 1 HOUR AND 5 MIN. MISSION FCF AND EGG TEST. GROSS WEIGHT 109,200 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 7300 FT, TAKE OFF SPEED 220 KTS, TEMP 58 DEGREES, WIND CALM. MAX SPEED 2.8 MACH, MAX ALT 75,500 FT. TIME OVER 2.0 MACH - 30 MIN, TIME OVER 2.6 MACH - 16 MIN, TIME OVER 50,000 FT - 33 MIN.

2. TAKE OFF NORMAL, LEFT ENGINE WENT IN AND OUT OF BURNER INTERMITTENTLY. FUEL FLOW WENT TO 16,000 LBS TO 20,000 LBS TO 16,000 LBS. ACCELERATED POORLY AT 400 KEAS TO 2.8 MACH TO PICK UP ENGINE ROUGHNESS WHICH PILOT NOTED AS LOW AMPLITUDE HIGH FREQUENCY. RIGHT CIP 1 1/2 LB LOWER THAN LEFT. DECELERATED RECONFIGURED BYPASS DOORS FOR RECORD WHILE ACCELERATING TO 2.8 MACH. DESCENDED AT 350 KEAS, CIP'S MATCHED.

3. LANDING, CHUTE NORMAL.

0128Z 20 MAY 65

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PRIORITY

IN 88136

TO: 0128Z 20 MAY 65

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TO PRIORITY

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1869

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 102 ON 19 MAY 65. PILOT: [REDACTED]  
 TAKE OFF AT 1420 HOURS FOR 56 MINUTES. GROSS WT 109,500 LBS, C.G.  
 19.8 PERCENT, TAKE OFF DISTANCE 8,000 FT, TAKE OFF SPEED 210 KTS,  
 PRESSURE ALTITUDE 4442 FT, TEMPERATURE 80 DEGREES, WIND 260/12 PLUS  
 22, MAXIMUM SPEED 3.22 MACH, MAXIMUM ALTITUDE 84,500 FT, TIME OVER 2.0  
 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20  
 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 16 MINUTES, TIME OVER 3.0 MACH  
 THIS FLIGHT 15 MINUTES. TIME OVER 50,000 FEET THIS FLIGHT 30 MINUTES.  
 PURPOSE: SYSTEM A, B AND C TESTS. CONFIGURATION: 3.2 MACH.

2. SUMMARY: 6-DAY TEMPERATURE WENT TO 90 DEGREES WHILE TAXIING  
 OUT. RIGHT ENGINE STALLED SEVERELY THREE TIMES DURING UP TRIM BEFORE  
 TAKE OFF. OCCILLOGRAPH TURNED ON FOR TAKE OFF ROLL AND AGAIN AT  
 1.07, 2.0, 2.5, 2.8 AND 3.2 MM FOR 10 SECONDS EACH. MASTER CAUTION  
 LITE BLINKED SEVERAL TIMES THROUGHOUT FLIGHT FOR NO APPARENT REASON.

~~SECRET~~

[ ] 1869 IN 88136

PAGE TWO

MOMENTARILY BUT IT WOULD SLOWLY ROLL BACK TO THE LEFT. MADE A 45 DEGREE BANK IN THE TURN TO THE SOUTH. AFTER TURN BROUGHT LEFT ENGINE TO MIL POWER AND AT 3.1 GOT A LEFT FIRE WARNING LITE WHICH VERIFIED AS A FIRE. CAME BACK ON POWER SLIGHTLY AND LITE WENT OUT. MACH HOLD WAS USED AT 3.2 AND WAS VERY SMOOTH. SYSTEM A, B AND C WORKED GOOD. DESCENT AND LANDING NORMAL, BUT CHUTE WAS SLOW TO DEPLOY.

END OF MESSAGE

W

CLASS IF MAY 1965

OPERATOR

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PRIORITY

IN 88882

FOR FILED 19 MAY 1965

PRIORITY

1250

OXOART FLIEST OPS

1. ARTICLE 122 MADE FLIGHT 101 ON 18 MAY. PILOT  FOR 1 HOUR AND 2 MIN. TAKE OFF AT 1525L. MISSION: SYSTEM TESTING. GROSS WT 195,500 LBS, C.G. 19.5. TAKE OFF DISTANCE 8100 FT, TAKE OFF SPEED 135 KNOTS, TEMP 81 DEGREES, WIND 135/10, MAX SPEED 3.20M, MAX ALT 82,000 FT, TIME OVER 2.0M 35 MIN, TIME OVER 2.6M 25 MIN, TIME OVER 3.0M 16 MIN, TIME AT 3.2M 12 MIN, TIME OVER 50,000 FT 35 MIN.

2. SAS LIGHTS WOULD NOT LIGHT AT RUNUP AREA SO ARTICLE WAS RETURNED TO RAMP. FOUND AN INTERMITTENT CIRCUIT BREAKER AFFECTING ONLY SAS LIGHTS. RETURNED TO RUNWAY AND TOOK OFF. USING A 400 KIAS G.I.M.B SCHEDULE, AUTO PILOT ON ROLL ONLY, AUTO NAV. MACH TRIM WAS MALFUNCTIONING, PILOT WAS REQUIRED TO CONSTANTLY TRIM PITCH MODE. MADE AUTO NAV TURN AROUND NORTH AT 2.75M. ROLL RATE AT ROLL IN WAS 150 RAPID, SO PILOT OVER POWERED AUTO NAV, SELECTED BANK ANGLE

PAGE TWO  1860

~~SECRET~~

IN 88082

FROM AFT BY PASS 50 PERCENT OPEN TO FULL OPEN. FORWARD DOORS MANUALLY  
CLOSED. NOTED AN INCREASE OF 1 LB CIP. SOME WANDERING WAS STILL  
NOTED ON CIP'S. BOTH ENGINES REQUIRED EGT TRIMMING DURING FLIGHT. "G"  
BAY TEMPERATURE WAS 90 DEGREES AT END OF CRUISE, WENT TO FULL COLD  
ON "G" BAY TEMPERATURE. DESCENT AND LANDING WERE NORMAL. CHUTE  
WAS SLOW TO JETTISON.

END OF MESSAGE

DATE 2054Z 13 MAY 63

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TO : DIRECTOR

FROM : [REDACTED]

INFO :

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PRIORITY
IN-87129
[REDACTED]

TOP 2055Z 13 MAY 63

TO PRIORITY [REDACTED]

INFO

ONE [REDACTED]

1775

EXCART [REDACTED] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 100, 13 MAY, PILOT [REDACTED], TAKE OFF AT 1310 FOR 59 MIN. MISSION: SYSTEMS A & B TEST. GROSS WT 109,600 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 7600 FT, TAKE OFF SPEED 212 KNOTS, TEMP 73 DEGREES, WIND 300/8 KNOTS. MAX SPEED 3.23 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH 29 MIN, TIME OVER 2.6 20 MIN, TIME OVER 3.0 15 MIN, TIME OVER 3.2 12 MIN.

2. TAKE OFF AND CLIMB NORMAL AT 400 KEAS. [REDACTED] ADVISED TO TURN ON SYSTEMS. GREEN LIGHTS CAME ON IN COCKPIT. FLEW NORTH WITH AUTO PILOT IN ROLL MODE AUTO NAV AND PITCH IN MANUAL. TRIMMED BOTH ENGINES NUMEROUS TIMES. AUTO NAV WORKED SMOOTH. AT 3.2 MACH CIT WAS 395 DEGREES, CIP WAS 20 LBS WITH A 2 LB DISPARITY. RIGHT CIP LOW. GROUND SPEED READ 1890 KNOTS. AT 3.2 MACH SOUTH BOUND. DECELERATED TO 1.4 MACH 350 KNOTS. CHOPPED RIGHT ENGINE TO IDLE THEN OFF. REITER WITH 24 LIGHT TEST SYSTEM SATISFACTORILY. LANDING NORMAL.

FORM 101 40 11 NOV 62  
REF 1001000

REF 1001000

CLASSIFIED MESSAGE

ROUTING

DATE 0112Z 13 MAY 65

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TOR 0147Z 13 MAY 65

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PRIORITY

IN 86934

OP-1-20

TO PRIORITY [ ]

INFO [ ]

GR [ ] 1758

OXCART [ ] FLTEST OPS

- ARTICLE 122 MADE FLIGHT 99, 12 MAY 65, PILOT [ ] TAKE OFF AT 1402 FOR 1 HOUR. MISSION: SYSTEM A AND B TEST. GROSS WEIGHT 110,300 LBS, C.G. 19.7 PERCENT, TAKE OFF DISTANCE 7400 FEET, TAKE OFF SPEED 215 KNOTS, TEMP 69 DEGREES, WIND 090/10, MAX SPEED 3.23, MAX ALT 80,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 45 MIN, TIME OVER 2.6 25 MIN, TIME OVER 3.0 20 MIN, TIME OVER 3.2 15 MIN, TIME OVER 50,000 FT 45 MIN.
- STARTING CARTS BOTH CUTOUT DURING STARTING. TOOK OFF UNDER TUNNEL, CLIMBED OUT AT 400 KEAS. USED AUTO PILOT DURING CLIMB. INS NEEDLE WAS CENTERED STARTING OUT, FINALLY WENT TO 12 DEGREES BIAS TO RIGHT. ARTICLE WAS FLYING IN 3 DEGREE BANK, ALSO HAD A SLOW OSCILLATION DURING CRUISE. TRIED RUDDER TRIM TO STOP OSCILLATION WITH NO EFFECT. AROUND TURN TO SOUTH BOUND LEG THE RIGHT CIP WAS 2 1/2 POUNDS LOWER THAN LEFT. WENT TO 350 KEAS AT 80,000 FT. AFTER



[ ] 1758 (IN 86934)

~~SECRET~~

PAGE TWO

NUMEROUS UNSTARTS. TRANSFERRED FUEL FORWARD. LANDING NORMAL,  
CHUTE DID NOT JETTISON.

3. [ ] COMMENTS. ROLLING INTO FIRST TURN IN AUTO NAV  
ARTICLE BANKED UP TO 60 DEGREES BEFORE PILOT DISENGAGED AUTO  
PILOT.

END OF MESSAGE

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CLASSIFIED MESSAGE

1-2 000

DATE 0059Z 12 MAY 65

~~SECRET~~

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PRIORITY

IN-86709

TOR 0107Z 12 MAY 65

PRIORITY

INFO

DATE

1722

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 98 ON 11 MAY 65. PILOT:

TAKEOFF AT 1437 HOURS FOR 1 HOUR AND 03 MINUTES. GROSS WT 110,100 LBS, C. G. 19.7 PERCENT, TAKE OFF DISTANCE 7200 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 66 DEGREES, WIND 350/5, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 15 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 5 MINUTES. TIME OVER 50,000 FT THIS FLIGHT 30 MINUTES. PURPOSE: FCF AND SYSTEMS C TEST. CONFIGURATION: 3.2.

2. SUMMARY: TAKE OFF NORMAL AND CLIMBED AT 150 KEAS AND RIGHT ENGINE STALLED AT 12,000 FT. EGT'S WERE VERY LOW. CONTINUED CLIMB AT 360 KEAS THRU .9 MN AND UP. FELT A STRONG BUZZ IN THE RUDDERS AT 2.0 MN. ENGAGED AUTOPILOT AND ACFT FLEW IN A LEFT BANK OF

~~SECRET~~

1722 (IN-86709)

PAGE 2

CLOSED AND SLOWLY ACCELERATED TO 3.2. RIGHT CIP WAS 2 PSI LOWER THAN THE LEFT WHICH WAS AT 18. THEN OPENED FORWARDS, CLOSED AFT WITH MIN BURNER AND STARTED DECELERATION AT 360 KEAS. HAD A STEEP DESCENT. WENT DOWN TO 1.5 MN. THEN STARTED AN ACCELERATION TO 1.7 AND SHUT DOWN RIGHT ENGINE. WITH RIGHT FORWARD DOORS OPEN AND AFT DOORS AT 50 PER CENT THERE WAS ROUGHNESS ON RIGHT SIDE. CLEARED THE ROUGHNESS PARTIALLY BY GOING FULL OPEN ON THE AFT DOORS. TRIED THREE RELITES AT 390 KEAS WITH RIGHT CIP AT 7 AND 1/2 PSI. GOT A RELITE AT MN 1.1. DESCENT AND LANDING WERE NORMAL.

END OF MSG

JARR 124 008 PFM/ATP  
9-62 E 07005

DATE 2011 7 6 MAY 65

UNRECORDED MESSAGE

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PRIORITY

FOR 60102 7 MAY 65

OSA 1-20

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TO PRIORITY  INFO  ONT  1535  
OXCART  FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 97 ON 6 MAY 65. PILOT  TAKE OFF AT 1522 FOR 1 HOUR AND 2 MINUTES. MISSION: SYSTEMS A AND C TEST. GROSS WEIGHT 109,700 LBS, C.G. 28.2 PERCENT, TAKEOFF DISTANCE 7000 FT, TAKEOFF SPEED 210 KTS, WIND 320'S KNOTS. MAX SPEED 1.46M, MAX ALT 47,000 FT.

2. BOTH ENGINES STARTED NORMALLY. IWS WOULD NOT CHECKOUT BEFORE TAKEOFF. SYSTEM A WOULD NOT WORK ON GROUND BUT WORKED OK IN FLIGHT. TAKEOFF AND CLIMB NORMAL, WAS VECTORED BY  CONTROL AROUND COURSE.  REQUESTED PILOT CHECK SYSTEMS LIGHTS. HE CONFIRMED SYSTEMS LIGHTS ON EXCEPT NO SYSTEM C LIGHTS DURING FLIGHT.

3. DECELERATED INTO TRAFFIC, LANDED, CHUTE NORMAL. PILOT COMMENT: FUEL QUANTITY SYSTEM LOOKED GOOD.

END OF MESSAGE

CLASSIFIED MESSAGE

ROUTING

DATE 0054Z 05 MAY 1965

~~SECRET~~

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PRIORITY

TOR 0127Z 06 MAY 1965

[ ]

IN 85661

TO PRIORITY [ ]

INFO

DATE

1619

OX CART OPS FLTEST

1. ARTICLE 122 MADE FLT 96 ON 5 MAY 65. PILOT: [ ] TAKE OFF AT 1437 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,100 LBS, C.G. 20.3 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4500 FT, TEMPERATURE 60 DEGREES, WIND 300/24, MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 50,000 FT, TIME OVER 2.0 N/A. PURPOSE: [ ] SYSTEM A, B AND C CHECKOUT. CONFIGURATION 3.2 MACH. Q BAY AND SPECIAL EQUIPMENT: A, B AND C SYSTEMS.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 50,000 FT WERE NORMAL. [ ] COMPLETED TWO RACETRACK PATTERNS OVER [ ] CONTROL. [ ] EXPERIENCED STRONG TURBULENCE ON SECOND RUN WHICH MAY HAVE CAUSED AN INS STEERING MALFUNCTION. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THIS ACFT IS SCHEDULED FOR ANOTHER [ ] SORTIE ON 6 MAY AFTER WHICH IT WILL BE LAYED UP FOR ENGINE CHANGE, INLET SYSTEM MAINTENANCE AND [ ] INSTRUMENTATION WORK. DETAILS OF

2107Z 05 MAY 65

CLASSIFIED MESSAGE

~~SECRET~~

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PRIORITY

TOR: 0236Z 05 MAY 65

IN 05426

TO PRIORITY

INFO

CITE

1593

EXC/RT [ ] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 95 4 MAY 65, PILOT [ ] TAKE OFF AT 1359 FOR 56 MINUTES. MISSION: SYSTEMS A AND B. GROSS WEIGHT 109,200 LBS, C.G. 21.2 PERCENT, TAKE OFF DISTANCE 5900 FEET, TAKE OFF SPEED 210 KNOTS, TEMP 48 DEGREES, WIND L/V. MAX SPEED 1.5 MACH, MAX ALT 50,000 FEET.

2. ENGINE START NORMAL. RUNUP INDICATED BLEEDS NOT OPEN, VISUALLY CHECKED OK. TAKE OFF CLIMB NORMAL, INS TRACK GOOD. SYSTEM A TURNED ON. SYSTEM B TURNED ON AT [ ] REQUEST INBOUND. ENTIRE FLIGHT MADE AT 1.4 MACH AND 1.5 MACH, AT MINIMUM AB BOTH SIDES. TRANSFERRED 3000 LBS FUEL FORWARD. LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0029Z 01 MAY 65

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PRIORITY

TOR: 0120Z 01 MAY 65

OSA 1-20

IN 84776

TO PRIORITY  INFO  CITE  1540

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 94 ON 30 APR 65. PILOT:   
 TAKE OFF AT 1116 HOURS FOR 1 HOUR. GROSS WEIGHT 110,200 LBS, C.G.  
 22.2 PERCENT, TAKEOFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS,  
 PRESSURE ALTITUDE 4253 FT, TEMPERATURE 78 DEGREES, WIND 200/20  
 G-28, MAXIMUM SPEED 3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER  
 2.0 MACH THIS FLT 30 MINUTES, TIME OVER 2.6 MACH THIS FLT 25 MINUTES,  
 TIME OVER 2.8 MACH THIS FLT 22 MINUTES, TIME OVER 3.0 MACH THIS FLT  
 20 MINUTES, TIME AT 3.20 MACH THIS FLT 12 MINUTES, TIME OVER 50,000  
 FT THIS FLT 30 MINUTES.

PURPOSE: INLET SYSTEM, ENGINE AND AUTOPILOT TEST. CONFIGURATION:  
 3.2 MACH.

2. TAKE OFF AND CLIMB AT 260 KEAS TO .9 MACH ACCOMPLISHED FOR ENGINE  
 AND INLET TEST REQUIREMENTS. ACFT ACCELERATED AT .9 MACH TO 400  
 KEAS FOR NORMAL CLIMB. ACFT BY-PASS TO 50 PERCENT OPEN AT 1.7 MACH

[ ] 1542 (IN 84776)

~~SECRET~~

PAGE TWO

[ ] STARTED 182 DEGREE TURN FOR RETURN TO BASE WHEN AT 3.2 MACH. ACFT WOULD NOT ACCELERATE PAST 3.2 MACH IN FULL A/B WHILE ACFT WAS IN TURN. RIGHT CIP WAS RAISED TO LEVEL OF LEFT CIP (17 PSI) BY CLOSING RIGHT FWD BY-PASS AND OPENING AFT BY-PASS TO 52 PERCENT. ACFT ACCELERATED TO 3.2 MACH AND A 2 MINUTE TEST OF MACH HOLD WAS SATISFACTORY. THE RIGHT ENGINE EGT INCREASED TO 842 DEGREES WHILE [ ] ATTEMPTED TO DOWN TRIM. 832 WAS AS LOW AS HE COULD TRIM WITH FULL A/B. RETARDING THROTTLE TO MINIMUM A/B REDUCED RIGHT EGT TO 825. [ ] THEN PUT RIGHT FWD BY-PASS TO AUTO AND AFT BY-PASS TO CLOSED. THE RIGHT CIP DROPPED 2 PSI. DURING INITIAL DECELERATION SHOCK EXPULSION OCCURED ON THE LEFT SIDE AT 3.14 MACH. SHOCK RECOVERY DID NOT OCCUR UNTIL THE RIGHT SPIKE WAS PLACED FULL FORWARD. THE RIGHT INLET REMAINED ROUGH DOWN TO 1.73 MACH. REMAINDER OF DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. INS OPERATION WAS REPORTED AS GOOD.

END OF MSG



REF ID: A68483  
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CLASSIFIED MESSAGE

FORM 1-64

DATE 280043Z APR 1965

~~SECRET~~

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PRIORITY

IN-84107

TOR: 280131Z APR 1965

*0517 1-20*

TO PRIORITY

INFO

CITE

1478

OXCART FLIEST OPS

1. ARTICLE 122 MADE FLIGHT 93 ON 27 APR 65. PILOT:   
 TAKE OFF AT 0932 HOURS FOR 57 MINUTES. GROSS WEIGHT 110,100 LBS,  
 C.G. 20.75 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED 205  
 KTS, PRESSURE ALTITUDE 4230 FT, TEMPERATURE 61 DEGREES, WIND 030,  
 8 KTS, MAXIMUM SPEED 3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER  
 2.0 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT  
 20 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 10 MINUTES. PURPOSE:  
 FUNCTIONAL CHECK FLIGHT AND ENGINE RESTART TESTS.

2. HAD TO DOUBLE CLUTCH THE RIGHT HAND ENGINE TO GET A START.  
 TAXI AND TAKE OFF WERE NORMAL. AFTER TAKE OFF AIRCRAFT WAS SENSITIVE  
 IN THE ROLL AXIS. PILOT THEN NOTICED B ROLL SAS WAS OFF. IT  
 RECYCLED OK. MANUALLY OPENED LEFT FORWARD BYPASS DOORS AT 1.7 MN,  
 THEN TO AUTO POSITION AT 2.0. GOT A SLIGHT RUDDER VIBRATION AT 2.1  
 MN. HAD AN UNSTART ON THE RIGHT SIDE AT 2.24. CLEARED BY OPENING

PITCH CLIMB ATTITUDE WHICH HE COULD NOT TRIM OUT SO TURNED AUTOPILOT OFF. AT 2.65 WENT TO 50 PERCENT OPEN FORWARD BYPASS AND CLOSED AFT ON LEFT SIDE. GOT AN UNSTART WHICH CLEARED BY OPENING BOTH DOORS. FORWARD DOORS THEN WENT CLOSED IN AUTO AND ACCELERATION SEEMED OK TO 2.98 MN AND THE FORWARD DOORS OPENED AGAIN TO ABOUT 50 PERCENT. AT 3.03 AND UP THERE WAS SOME ROUGHNESS ON RIGHT SIDE. CIP'S WERE 15-17 1/2. AT 3.2 LEFT OIL PRESSURE WENT DOWN TO 30 PSI. STARTED DECELERATION AND AT 2.95 IN MIL POWER GOT AN UNSTART ON LEFT SIDE FOLLOWED BY WHAT SEEMED A COMPRESSOR STALL. EGT WENT TO 840-850 DEGREES BUT REDUCING POWER AND OPENING FORWARD DOORS CLEARED EVERYTHING. AT 1.17 MN CLOSED ALL BYPASS DOORS ON RIGHT SIDE AND BROUGHT BACK POWER ON RIGHT ENGINE. NOTED SOME ENGINE ROUGHNESS AT 6800 RPM BUT ENGINE DID NOT QUIT. THEN HE SHUT DOWN RIGHT ENGINE AND OPENED FORWARD DOORS. WITH 325 KEAS, CIP 7 AND 4100 RPM GOT NO START. RETRIED A START AT 1.17, CIP 7 1/2, 360-370 KEAS AND 3500 RPM WITHOUT SUCCESS. ALSO NO SUCCESS AT 1.06. GOT AN ENGINE START AT .88 MN AND CIP 8 1/2. THE RIGHT ENGINE WAS A YJ CONFIGURATION. LANDING WAS NORMAL.

END OF MESSAGE

0639Z 21 APR 65

~~SECRET~~

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PRIORITY  
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IN 82944

TOR: 0118Z 21 APR 65

05A1-20

TO PRIORITY [ ] INFO [ ] CITE [ ] 1341

OXCART [ ] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 92 20 APRIL, PILOT [ ] TAKE OFF AT 1138 FOR 59 MINUTES. MISSION: FCF. GROSS WEIGHT 105,000 LBS, C.G. 21.3 PERCENT, TAKE OFF DISTANCE 7000 FEET, TAKE OFF SPEED 205 KNOTS, TEMP 72 DEGREES, WIND 18 KNOT TAILWIND, MAX SPEED 3.02 MACH, MAX ALT 79,000 FEET. TIME OVER 2.0 MACH 30 MIN, TIME OVER 2.6 MACH 15 MIN, TIME OVER 3.0 MACH 5 MIN, TIME OVER 50,000 FT 30 MIN.

2. SUMMARY: DURING FIRST ATTEMPT TO RUNUP PILOT FOUND ARTICLE TRIM SYSTEM INOPERATIVE. REPLACED CIRCUIT BREAKER. SECOND START REQUIRED DOUBLE CLUTCHING BOTH ENGINES. ABORT ON RIGHT ENGINE START WITH HIGH EGT. THIRD START ON RIGHT ENGINE WAS OK. TAKE OFF AND CLIMB NORMAL. FUEL FLOW ON RIGHT ENGINE WAS 46,500 POUNDS ON RIGHT SIDE 39,000 POUNDS LEFT SIDE. AT 2.0 MACH PILOT WENT AUTO WITH FORWARD DOORS. TRIMMED THE LEFT ENGINE DOWN FROM 830 DEGREES.

1341 (IN 82944)

~~SECRET~~

PAGE TWO

FLIGHT ABOVE 2.2 WILL REQUIRE A DETAILED ANALYSIS OF THE RECORD. THE PILOT TRIED THE PRIMARY SCHEDULE, THE ALTERNATE SCHEDULE AND A FEW OF HIS OWN. ALL WITH LITTLE SUCCESS. THE ARTICLE HAD ROUGHNESS AND AD'S OUT TO 3.2 MACH AND DURING THE DECELERATION. AT 2.95 MACH L HYDRO FLUCTUATIONS OCCURRED WHICH CAUSED YAWING IN THE ARTICLE. DURING DECELERATION THE RADIO BECAME INOPERATIVE. TURNING DOWNWIND THE PILOT NOTED DENSE SMOKE IN COCKPIT. ADVANCING POWER LEVERS CLEARED THE SMOKE. LANDING NORMAL. CHUTE NORMAL.

END OF MESSAGE

082417Z APR 65

BYRNDTON

[REDACTED]

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PRIORITY

TIME 0830Z 17 APR 65

IN 02451

PRIORITY [REDACTED]

[REDACTED] 1505

UNCLASSIFIED [REDACTED] FLIGHT

1. ARTICLE 182 MADE FLIGHT 01, ON 15 APR. PILOT: [REDACTED]  
 TAKEOFF AT 1221 HOURS, FOR 1 HOUR AND 2 MINUTES. MISSION: PCF,  
 GROSS WEIGHT: 100,000 POUNDS, O.G. 21.2 INCHES. TAKEOFF DISTANCE  
 6800 FEET. TAKEOFF SPEED: 300 KNOTS, TEMPERATURE 68 DEGREES,  
 WIND: 270/10, BAR PRESS: 29.5, MAX ALT: 50,000 FEET, TIME OVER  
 2.0 THIS FLIGHT: 20 MINUTES, TIME OVER 2.1 MACH: 5 MINUTES, TIME  
 OVER 50,000 FEET: 25 MINUTES.

2. SUMMARY: CLIMB PHASE, FLOWS AFTER TAKEOFF WERE 27,500 POUNDS  
 LEFT, 35,000 POUNDS RIGHT. PILOT HOLD 2 DEGREE RUDDER TRIM. AT  
 2.18 MACH, 2 ENGINE SWALLS OCCURRED. RIGHT AFT BYPASS LIGHT BLINKED  
 6 TIMES RAPIDLY. WENT TO MAX BURNER. RAISED POWER BACK UP. WATCHED  
 EVEN FLOWS BY RETARDING LEFT THRUSTLE. UNLIGNNESS NOTED AT 2.7 MACH.  
 UNSTART AT 2.8 MACH. RESTART OK. CLIP'S WERE AT 2.77 MACH WERE BOTH  
 13. NUMEROUS SWALLS AND HERTZONS DURING REMAINDER OF FLIGHT.

~~SECRET~~

[ ] 1325 (IN 82451)

PAGE TWO

[ ] COMMENT: BOTH INLET AND ENGINE PROBLEMS WERE PRESENT  
DURING THIS FLIGHT. FURTHER ANALYSIS OF DATA REQUIRED.

END OF MESSAGE

60037 19 FEB 1963

TO DIRECTOR

FROM [REDACTED]

ACTION

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**PRIORITY**

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60037 20 FEB 1963

TO PRIORITY [REDACTED]

OXCAPT [REDACTED] PLT/SY OPS

1. AIRCRAFT 128 MADE FLIGHT 90 19 FEB 1963. PILOT [REDACTED] MAX MACH 3.25, MAX ALT 81,000 FT. TAKEOFF TIME 12:39, DURATION 1 HOUR 17 MINUTES. TAKEOFF GROSS WEIGHT 100,500 LBS, C.G. 20.5 PER CENT. TAKE OFF TEMP 60 DEGREES, DISTANCE 6,000, SPEED 200 KIAS, WIND CALM. TIME ABOVE M2.0, 35 MIN; 2.0, 25 MIN; 3.0, (0MIN); 3.2, 15 MIN; ABOVE 50,000 FT 35 MIN. PURPOSE: IN FLIGHT SURGE CHARACTERISTICS AND NOZZLE STABILITY.
2. AFTER NORMAL TAKE OFF, AIRCRAFT CLIMBED AT 260 KEAS TO M .9 AT 39,500 FT. AIRCRAFT THEN ACCELERATED TO 400 KEAS AT 39,000 FT AND STARTED CLIMB.
3. CLIMB TO 81,000 FT AND M 3.25 WAS UNEVENTFUL.
4. DESCENT FROM M 3.25 WAS MADE BELOW MILITARY POWER AND RESULTED IN SEVERAL UNSTARTS FROM M 2.4 DOWN TO M 2.2. RESTARTS SATISFACTORY.

DATE 0824Z 19 FEB 65

CLASSIFIED MESSAGE

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**PRIORITY**

IN 72706

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

TOR: 0518Z 19 FEB 65

TO PRIORITY  INFO  DATE  0337  
 OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 89 ON 18 FEB 65. PILOT:   
 TAKE OFF AT 1455 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT 109,700 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4044 FT, TEMPERATURE 60 DEGREES, WIND 120/8, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0 MACH THIS FLT 40 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTES. PURPOSE: FCF. DETERMINE INFLY SURGE CHARACTERISTICS OF LEFT FUEL CONTROL, DETERMINE FUEL SCHEDULING CHARACTERISTICS AND CHECK NOZZLE STABILITY CHARACTERISTICS OF THE CONTROL SYSTEM. CONFIGURATION: 3.2.

2. TAKE OFF AND CLIMB AT 260 KEAS TO 37,000 FT WHERE A SLIGHT VIBRATION WAS FELT. THIS VIBRATION CLEARED AS KEAS INCREASED TO 400 FOR REST OF CLIMB. RIGHT EGT AT 760 DEGREES AND LEFT EGT AT 725 DEGREES DURING CLIMB. NO TRIM REQUIRED FOR ACCELERATION



~~SECRET~~

0337 (IN 72706) PAGE TWO

DECELERATION FROM MN 3.2 TO 2.2 IN 3 MINUTES WHERE LEFT  
ENGINE STALLED SEVERAL TIMES. QUIT WHEN POWER INCREASED TO  
MILITARY. AT 350 KEAS HAD 70-80 DEGREES UPTRIM AVAILABLE IN  
BOTH ENGINES. INCREASED SPEED TO 400 KEAS AND LEFT ENGINE  
TEMPERATURE WENT TO 880 DEGREES MOMENTARILY. REDUCED POWER  
AND TRIM. NO NOZZLE INSTABILITY AT ANY TIME. LANDING AND  
CHUTE OPERATION NORMAL.

END OF MESSAGE

~~SECRET~~

DATE 0149Z 18 FEB 65

CLASSIFIED INFORMATION

~~SECRET~~

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TO DIRECTOR  
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PRIORITY

ION 0216Z 18 FEB 65

IN 72501

TO PRIORITY [ ] INFO [ ] CITE [ ] 0516

OXCART OPS FLTEST

- ARTICLE 122 MADE FLIGHT 88 ON 17 FEB 65. PILOT: [ ]  
TAKE OFF AT 1130 HOURS FOR 1 HOUR. GROSS WEIGHT 109,000 LBS,  
C. G. 21 PERCENT, TAKE OFF DISTANCE 7,200 FT, TAKE OFF SPEED  
295 KIAS, PRESSURE ALTITUDE 4035 FT, TEMPERATURE 54 DEGREES, WIND  
CALM, MAXIMUM SPEED 3.1 MACH, MAXIMUM ALTITUDE 75,000 FT,  
TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 3.0  
MACH THIS FLIGHT 6 MINUTES. PURPOSE: TO EVALUATE RELITE  
CAPABILITIES OF 24 SHOT TEB SYSTEM. TO OBTAIN FUEL CONTROL  
DATA AT LOW CIT. TO DETERMINE TRIM CAPABILITIES OF LEFT  
MAIN FUEL CONTROL AND WHAT ARE SURGE LIMITS. CONFIGURATION:  
NN 3.0. RIGHT ENGINE J/J WITH DRIP PROBE TEB.
- TAKE OFF AND CLIMB AT 260 KEAS TO .9 MN. AT .9 MN HAD A  
SLIGHT RPM SURGE DUE TO COMPRESSOR BLEED VALVE CLOSING. CONTINUED  
CLIMB AT 400 KEAS AND AT 2.5 MN THE RIGHT HAND ENGINE BLEED LITE

0316 (IR 72561)

~~SECRET~~

PAGE TWO

MIL POWER DESCENT AND HAD TO TRIM RIGHT ENGINE DOWN FROM 826 DEGREES  
C. CUT OFF RIGHT ENGINE AT 2.28 MN AND THERE WAS SOME ROUGHNESS AT  
2.15. GOT AN IMMEDIATE RELITE. CONTINUED DECELERATION AT 350  
KEAS. OPENED RIGHT FORWARD BY-PASS DOORS AND AGAIN SHUT OFF RIGHT  
ENGINE. GOT A QUICK RELITE. CLOSED THE FORWARD BY-PASS DOORS  
AND SHUT DOWN AT .6 MN, 24,000 FT. GOT ANOTHER QUICK RELITE.  
NO FURTHER ENGINE TRIM REQUIRED AND NO SURGES NOTED. LANDING AND  
DRAG CHUTE OPERATION WERE NORMAL.

END OF MESSAGE

~~SECRET~~

FORM 1-64 (Rev. 5-22-64)

FORM 1-64

DATE 2349Z 05 FEB 65

CD 35711 1102146

~~SECRET~~

ROUTING	
1	DITech
2	1
3	OFA
4	OXC
5	MD
6	CP
7	
8	
9	SS
10	COMMO
11	DDI/SPT
12	
13	KB
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TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT	
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**PRIORITY**

TON: 0010Z 06 FEB 65

IN 70700

TO PRIORITY

INFO

QTE

0149

OXCART

FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 37, 5 FEB 65, PILOT [REDACTED]  
 TAKE OFF TIME 11:19, DURATION 1 HOUR 7 MINUTES. TAKE OFF GROSS WEIGHT 109,600 LBS, C. G. 20.3 PERCENT. TAKE OFF DISTANCE 7200 FEET, TEMP 56 DEGREES F, WIND 12 KNOTS DOWNWIND, SPEED 220 KNOTS, MAX MACH 2.8, MAX ALT 72,000 FT. PURPOSE OF FLT: (1) OBTAIN BASE LINE DATA ON BENDIX FUEL CONTROL, (2) OBTAIN LOW CIT DATA ON BENDIX, AND (3) FIRST FLIGHT ON NEW 24 SHOT TEB SYSTEM.

2. NORMAL START AND TAKE OFF. CLIMB MADE AT 35 DEGREE AT 260 KEAS, RPMS TO 33000 FT, THEN TO 400 KEAS, BOOMED JELLY.

3. HAD CIT AND CIP DISPARITIES THROUGHOUT FLT. AFT BY-PASS INDICATORS POOR THROUGHOUT. HAD VIOLENT SHOCK EXPULSION ON LEFT SIDE AT 350 KEAS AT 72000 FT. BURNERS WERE RELIT AT M2.6 AND 1.6 TWICE EACH, ALL UNSUCCESSFUL. RIGHT ENGINE WAS SHUT DOWN AT M1.6 AT 55000 FT. IT TOOK THREE RELIGHT ATTEMPTS BEFORE RELIGHT

FORM 100-1 (REV. 1-25-60)

CLASSIFIED MESSAGE

FORM 100

DATE: 0140Z 27 JAN 1965

~~SECRET~~

ROUTING		
1	D/Tech	9 CD
2		10 Commo
3		11 SS
4	DDISST	12 SD
5	"	13 RB
6	D/FA	14
7	OXC	15
8	100	16

TO: DIRECTOR

FROM: [ ]

ACTION:

INFO: [ ]

ROUTING INT	
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**PRIORITY**

IN 68924

FOR 0225Z 27 JAN 1965

TO: PRIORITY [ ]

INFO: [ ]

CITE: [ ] 9917

ONCART FLYTEST OPS [ ]

- ARTICLE 122 MADE FLIGHT 86 ON 26 JAN 65, PILOT [ ] TAKE OFF AT 1411 HOURS, LANDING AT 1548 FOR 1 HOUR AND 7 MINUTES. MISSION: HEAT SOAK MAIN ENGINE FUEL CONTROL. GROSS WEIGHT 110,000 LBS, C.G. 21.1 PERCENT, TAKE OFF DISTANCE 6200 FEET, TAKE OFF SPEED 210 KNOTS, TEMP 45 DEGREES, WIND 360/14, MAXIMUM SPEED 3.15 MACH, MAXIMUM ALT 74,000 FEET, TIME OVER 2.0 MACH THIS FLIGHT 50 MINUTES, TIME OVER 2.6 MACH 40 MINUTES, TIME OVER 3.0 MACH 10 MINUTES, TIME OVER 50,000 FEET 50 MINUTES. ROUTE COPPER BRAVO.
- SUMMARY: ON RUNWAY LEFT ENGINE STALLED AT 17,000 LBS FUEL FLOW, WAS TRIMMED DOWN. RIGHT ENGINE OK. AT RUNUP BLEED OPEN LIGHTS CAME ON AT 4800 RPM BOTH ENGINES. TAKE OFF NORMAL, FULL AB. AT 17,000 FEET ALT VERY HIGH FREQUENCY VIBRATION NOTED IN ARTICLE. CHASE NOTED RIGHT EJECTOR FLAPS FLUTTERING. CAME OUT OF AB, VIBRATIONS SUBSIDED VERY BACK TO MAX AB, 400 KEAS, CLIMBED

PAGE TWO [ ] 9917

~~SECRET~~

IN 68924

DECELERATION IN AUTOMATIC, LEFT ENGINE STALLED. EGT WENT TO 858 DEGREES, SPIKE FORWARD DID NOT CLEAR STALL. FORWARD BY-PASS TO OPEN CLEARED STALL. WENT AUTO ON SPIKE CLOSED FORWARD BY-PASS. DESCENT WAS MADE ABOVE 350 KEAS. LIT AB, STALLED RIGHT ENGINE AND LEFT ENGINE. TRIED TO LIGHT RIGHT AB (HYDROGEN) TEN TIMES. AFTER DESCENT TO 55,000 FEET, 2.0 MACH RIGHT AB LIT. ACCELERATED 400 KEAS TO 3.15 MACH. L CIP INOPERATIVE, L ABP INDICATOR INOPERATIVE. BOOMED [ ] DURING TURN. DESCENT NORMAL, LANDING NORMAL, CHUTE SLOW TO DEPLOY, KETTISON OK.

3. COMMENT: FUEL QUANTITY INDICATOR OSCILLATED 4000 LBS.

END OF MESSAGE

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

HTG. 7-64

0045Z 22 JAN 65

~~SECRET~~

ROUTING	
1	D/Tech
2	10
3	11
4	DDISOT
5	13
6	D/FA
7	O.K.
8	MD
9	CD
10	Command
11	SS
12	FD
13	RB
14	
15	
16	

DIRECTOR

ROOM [ ]

STATION

INFO

ROUTING	INT
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PRIORITY

IN-68206

TOR 0131Z 22 JAN 65

OSAT-20

PRIORITY [ ]

INFO [ ]

SITE [ ]

9830

QXCART [ ]

FLTEST OPS

1. ARTICLE 122 MADE FLIGHT <sup>AS</sup> ON 21 JANUARY 65. PILOT [ ] TAKE OFF AT 1337 FOR 1:05: MISSION INLET PERFORMANCE. GROSS WEIGHT 110,000, C.G. 1:05 PER CENT, TAKE OFF DISTANCE 6600 FEET, TAKE OFF SPEED 225 KNOTS, TEMPERATURE 57 DEGREES, WIND 14 KNOTS, MAXIMUM SPEED 3.18 MACH, MAXIMUM ALTITUDE 80,000 FEET. TIME OVER 2.0 MACH 40 MIN, TIME OVER 2.6 MACH, 28 MIN, TIME OVER 3.0 MACH 17 MIN, TIME OVER 50,000 FEET 43 MIN.

2. THE RIGHT AB WAS SLOW TO LIGHT. CLIMB AND ACCELERATION WERE NORMAL. PILOT DID NOT TRIM EITHER ENGINE DURING FLIGHT. PILOT ENGAGED ATTITUDE HOLD, MACH HOLD WITH OSCILLATIONS NOTED IN BOTH MODES. DECELERATION O.K. NO INLETS BLOWOUTS. LANDING NORMAL, CHUTE O.K. BRAKING POOR.

END OF MESSAGE

TO: [REDACTED]

FROM: [REDACTED]

INFO:

CLASS:

TO: [REDACTED]

PRIORITY: [REDACTED]

EXCISE FLIGHT OPS

ROUTING	INT
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8	

[REDACTED]

DTECH  
 CXC  
 DFA  
 SD  
 SD  
 SS  
 COMAC  
 DDSL  
 RB  
**PRIORITY**

14 0123

9741

1. ARTICLE 122 TAKE FLIGHT 24 ON 19 MAR 65. PILOT: [REDACTED]  
 TAKEOFF AT 1600 HOURS FOR 50 MINUTES. GROSS WEIGHT 110,000 LBS,  
 CLG. 26.9 PERCENT. TAKE OFF DISTANCE 5820 FT, TAKE OFF SPEED 215 KTS,  
 PRESSURE ALTITUDE 4145 FT, TEMPERATURE 53 DEGREES, WIND 160/10,  
 MAXIMUM SPEED 2.85 MACH, MAXIMUM ALTITUDE 72,000 FT, TIME OVER 2.8  
 MACH THIS FLIGHT 30 MINUTES, TIME AT 2.8 MACH THIS FLIGHT 207,000 LBS,  
 MINUTES. PURPOSE: FUEL CONTROL DATA. CONFIGURATION - APT AUTO BY-PASS  
 DOOR OPERATION.

2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE WERE NORMAL. ACCELERATION AND ALL SYSTEMS OPERATION WERE NORMAL TO 2.8 MACH AT WHICH POINT A 150 DEGREE TURN WAS ACCOMPLISHED FOR RETURN TO BASE. UPON ROLLING OUT OF TURN, [REDACTED] ENGAGED AUTO PILOT ATTITUDE HOLD AND THEN MACH HOLD. A WILD PITCH OSCILLATION DEVELOPED, FOLLOWED BY SMOKE EXPULSION ON THE LEFT SIDE. FORWARD BY-PASS DOORS TO OPEN



~~SECRET~~

[ ] 8741 (IN 67323)

PAGE TWO

[ ] STOP COCKED THE LEFT ENGINE AT 1.5 MACH, 340 KEAS AND 50,000 FT. THE ENGINE DID NOT RELIGHT. ANOTHER POWER LEVER CYCLE TO CUT OFF POSITION AND THEN MID HIGH A/E RANGE RESULTED IN AN ENGINE START AT 1.2 MACH, 375 KEAS AND 36,000 FT. THIS ENGINE HAD A HYDROGEN IGNITION SYSTEM INSTALLED. REMAINDER OF DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

DATE 0007Z 16 DEC 64

~~SECRET~~

RFC. TAG

ROUTING

1	DI Tech	9	CD
2	1	10	Command
3		11	SS
4	DD/SET	12	SD
5	"	13	RB
6	DLFA	14	
7	OXC	15	
8	MD	16	

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

ROUTING INFO  
 ✓  
 OSA 1 - 20

**PRIORITY**

IN 62839

TOR: 0230 16 DEC 64

TO PRIORITY  INFO  CITE  9223

OXCART  FLTEST

1. AIRCRAFT 122 MADE FLIGHT 83 ON 15 DEC 64, PILOT   
 TAKE OFF 0825 FOR 1 HOUR AND 2 MINUTES. MISSION: ENGINE SHUT-  
 DOWN AT 2.0 MACH WITH HYDROGEN IGNITION SYSTEM, ACCELERATION TO 2.8  
 MACH. OBTAIN ENGINE CAM DATA. GROSS WEIGHT 109,650 POUNDS, C.G.  
 21.3. TAKEOFF DISTANCE 6800 FEET, TAKEOFF SPEED 220 KNOTS, TEMP 17  
 DEGREES, WIND CALM. MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE  
 74,500 FEET. TIME OVER 2.0 MACH 25 MINUTES, TIME OVER 2.6 MACH  
 12 MINUTES, TIME OVER 2.8 MACH 5 MINUTES, TIME OVER 50,000 FEET  
 35 MINUTES.

2. ENGINES WERE TRIMMED PRIOR TO TAKE OFF AS FOLLOWS AND WERE  
 NOT RETRIMMED IN FLIGHT. LEFT 745 DEGREES, RIGHT 752 DEGREES.  
 ACCELERATION WAS SMOOTH WITH SOME ROUGHNESS NOTED UP TO 2.55  
 MACH. AN UNLIMITED CLIMB WAS MADE THROUGH TUNNEL. ROUGH AIR WAS

~~SECRET~~

IN 62839

[ ] 9223

PAGE TWO

REACTION ON THE ARTICLE, WAS DISENGAGED. CIPS WERE VARYING ONE ONE HALF POUNDS DURING ACCELERATION. DURING A LEFT TURN AT 2.8 MACH, 400 KEAS CLIMBING FROM 69,000 FEET TO 74,000 FEET, 1 SHOCK POPPED THEN THE OTHER. SPIKES FORWARD CLEARED THE DISTURBANCES. EGT'S DID NOT GO OVERBOARD DURING STALLS. PILOT NOTED PITCH TRIM INDICATOR 5 DEGREES DOWN DURING TURN. COMMENTED C.C. SEEMED AFT. POWER REDUCED TO MILITARY FOR DECELERATION CAM DATA AT 1.5 MACH. ACCELERATION TO 2.8 MACH AT 400 KEAS C.C. APPEARED TO BE AFT DURING ACCELERATION IN ROUGHNESS. FUEL FLOWS WERE MATCHED AT 350 KEAS 74,000 FEET, 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD AT 2.8 MACH PLUS OR MINUS .02 MACH IN 45 DEGREE LEFT BANK. BEST OPERATION IN ARTICLE TO DATE. AT 2.8 MACH 375 KEAS REDUCED POWER DROPPED R ENGINE, AFT BY-PASS OPEN, FORWARD OPEN, SPIKE AUTO. OPENED THROTTLE TO ONE HALF BEFORE ENGINE HAD DECELERATED TO IDLE (5-6) SECOND. ROUGHNESS NOTED. 1 SHARP STALL NOTED. POWER TO MILITARY, SPIKE CAM DATA AT 350 KEAS, LANDED.

3. PARACHUTE FAILED. ROLLED OUT ON [ ] EXTENSION, BRAKED NORMALLY. PILOT REMARKED PITCH AXIS UNUSUAL DURING FLIGHT.

END OF MESSAGE

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

0413Z 04 DEC 64

~~SECRET~~

ROUTING	
1	D/ach 9 CD
2	10 Comand
3	11 SS
4	DD/SFT 12 SD
5	" 13 RB
6	D/FA 14
7	OXC 15
8	MD 16

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

ROUTING INT	
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PRIOR **PRIORITY**

IN-60813

TOR: 0551Z 04 DEC 64

*1-7.5*

TO PRIORITY  INFO  CITE  9027

OXCART FLIEST OPS

1. ARTICLE 122 MADE FLIGHT 82 ON 3 DEC 64, PILOT   
 THIS IS THE SECOND FLIGHT THIS ARTICLE THIS DATE. TAKEOFF 1348  
 FOR 1 HOUR 43 MINUTES. PURPOSE OF FLIGHT: 1. CHECK REFUELING  
 SYSTEM. 2. ACCELERATE 0.9 TO 3.2 MACH WITH FULL FUEL. 3.  
 CHECK INLETS AND ENGINES AT 3.2 MACH. 4. OBTAIN REFUELING  
 PHOTOS. GROSS WEIGHT 82,100, CG: 21 PERCENT, TAKEOFF DISTANCE  
 4800 FEET, TAKEOFF SPEED 210 KIAS. WIND 300/12, TEMPERATURE  
 50 DEGREES. MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 80,500,  
 TIME OVER 50,000 FEET 35 MINUTES, TIMES OVER 2.0 MACH 30 MINUTES,  
 TIME OVER 2.6 MACH 20 MINUTES, TIME OVER 3.0 MACH 10 MINUTES. TIME  
 AT 3.2 MACH 6 MINUTES.

2. TRIMMED BOTH ENGINES MANUALLY, LEFT 805 DEGREES, RIGHT  
 795 DEGREES. SPIKES AUTO, AFT BY-PASS MANUALLY CLOSED. TAKEOFF  
 AND CLIMB TO TANKER NORMAL. JOINED WITH TANKER, COULD ONLY TAKE  
 ACCORDING TO 04 000 FEET WHERE

~~SECRET~~

[ ] 9027 (IN-60813)

PAGE TWO (2)

AT 400 KEAS. PILOT NOTED ACCELERATION POOR. IFF INOPERATIVE. PILOT WAS ON TOP OF OVERCAST FOR MAJORITY OF FLIGHT. ACCELERATED FROM 2.1 MACH TO 3.2 MACH IN TURN. MODERATE AIRFRAME ROUGHNESS FROM 2.5 MACH TO 3.2 MACH. ABOVE 3.0 MACH THE LEFT AFT BY-PASS DOORS CLOSED. THE RIGHT AFT BY-PASS DOORS WERE WANDERING BETWEEN OPEN AND CLOSED. AT 3.2 MACH THE KEAS VARIED 410 TO 420. THE OIL TEMPERATURE REMAINED ABOVE 35 - 40 PSI DURING 3.2 MACH FLIGHT. FUEL FLOW AT 3.2 MACH 80,000 FEET WAS 15,000 POUND PER HOUR PER ENGINE. THE VOR WAS OPERATING ERRATICALLY AT 3.2. PILOT VISUALLY IDENTIFIED [ ] REMAINED AT 3.2 MACH FOR 6 MINUTES. RPM BOTH ENGINES STEADY AT 7100. PILOT NOTED TDI OSCILLATING PLUS OR MINUS .04 WITH NO AIRFRAME ACCELERATION. WITH IFF, OMNI INOPERATIVE PILOT CALLED FOR VHF DF WHICH CONFIRMED POSITION. FIELD WAS 0.8 OVERCAST. DUMPED FUEL. LANDING AND CHUTE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2308Z 03 DEC 64

~~SECRET~~

ROUTING

1	DI Tech	9	CD
2	1	10	comms
3		11	SS
4	DD/S&T	12	SD
5	"	13	RB
6	DIFA	14	
7	OXC	15	
8	MD	16	

TO : DIRECTOR

FROM : [ ]

ACTION:

INFO :

ROUTING	INT
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PR **PRIORITY**

TOR: 2357Z 03 DEC 64

OSA 1-00 [ ]

IN 60777

TO PRIORITY [ ]

INFO [ ]

CITE [ ] 9014

OXCART FLETEST OPS

1. ARTICLE 122 MADE FLIGHT 81 ON 3 DEC 64, PILOT [ ] TAKEOFF TIME 0932 FOR A FLIGHT OF 58 MINUTES DURATION. PURPOSE OF FLIGHT: 5 MINUTES AT 3.0 MACH FOR HEAT SOAK OF PLASTICS, AIR STARTS ON R.H. ENGINE, AND TO CHECK TRIMMING OF CAMS ON L.H. ENGINE. TAKEOFF GROSS WEIGHT OF 102,100 LBS, CG: 21.7 PERCENT. TAKEOFF DISTANCE 6400 FEET, TAKEOFF SPEED 220 KNOTS, TEMPERATURE 58 DEGREES, WIND CALM. MAXIMUM SPEED 3.07 MACH, MAXIMUM ALTITUDE 78,000 FEET. TIME OVER 2.0 MACH 21 MINUTES, TIME ABOVE 2.6 MACH 14 MINUTES, TIME ABOVE 2.8 MACH 10 MINUTES, TIME ABOVE 3.0 MACH 6 MINUTES.

2. THE LEFT ENGINE WAS NOT TRIMMED PRIOR TO TAKEOFF OR DURING FLIGHT. STABILIZED AT 787 DEGREES AT TAKEOFF. THE RIGHT ENGINE WAS TRIMMED DOWN TO 760 DEGREES PRIOR TO TAKEOFF AND WAS RE-TRIMMED DURING FLIGHT MANY TIMES. TAKEOFF WAS AT 220 KTS AND CLIMB WAS INITIALLY 375 KEAS. A TUNNEL CLEARANCE WAS NOT OBTAINED, AND

~~SECRET~~

[REDACTED] 9014 (IN 60777)

PAGE TWO

WAS OFF 15 DEGREES AND IFF INOPERATIVE. TRANSONIC ACCELERATION WAS POOR. AT 1.6 MACH AFT BY-PASS DOORS STARTED OPEN AND WERE FULL OPEN AT 1.8 MACH. THERE WAS NO NOTICEABLE ROUGHNESS OUT TO 2.5 MACH.

3. ACCELERATION WAS CONTINUED IN A 30 DEGREE BANKED TURN TO 3.0 MACH AT 78,000 FEET, 375 KEAS. ROUGHNESS WAS NOTED ABOVE 2.5 MACH AND WAS CONTINUOUS ABOVE 2.5 MACH. THE ARTICLE WAS FLOWN OVER THE BASE AT 2.9 MACH AND 74,000 FEET FOR SONIC BOOM. THE RIGHT ENGINE WAS THEN SHUT DOWN. KEAS WERE HELD AT 350 DURING THE RE-LIGHT ATTEMPTS. 6-7 UNSUCCESSFUL START ATTEMPTS WERE MADE WITH THE HYDROGEN IGNITION SYSTEM FROM 2.5 MACH DOWN TO 0.8 MACH. AT 0.8 MACH 350 KEAS AND 22,000 FEET ALTITUDE RE-LIGHT WAS SUCCESSFUL.

4. LANDING NORMAL. CHUTE OPERATION NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2257Z 25 NOV 64

~~SECRET~~

ROUTING	
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8	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT	
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ITY

IN-59603

TOR: 0000Z 26 NOV 64

TO PRIORITY

INFO

CITE  8915

OXCAST OPS FLTEST

1. ARTICLE 122 MADE FLT 80 ON 25 NOV 64. PILOT

TAKEOFF AT 11:37 HOURS FOR 56 MINUTES. GROSS WEIGHT 99,400 LBS, CG 21.5 PERCENT, PRESSURE ALTITUDE 4373 FT, TEMP 49 DEGREES, WIND 350/1, MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE 74,500 FT, TIME OVER MACH 2.0 THIS FLT 32 MINUTES, TIME OVER 2.8 MACH THIS FLT 12 MINUTES. TOTAL ACFT TIME 75:19. PURPOSE PERFORMANCE ACCELERATION, CRUISE AT 2.8 MACH WITH MACH HOLD ENGAGED. RIGHT ENGINE AIR STARTS AT 2.0 MACH, 1.6 MACH AND 1.2 MACH. CONFIGURATION STANDARD.

2. TAKEOFF AND CLIMB, USING THE NEW CLIMB SCHEDULE OF 400 KEAS AND ADVANCING POWER FROM MILITARY AT .85 MACH TO MAXIMUM POWER AT .95 MACH, WERE NORMAL. MACH HOLD WAS GOOD WITH A SLOW, SMOOTH ROLLER COASTER EFFECT. MACH WAS HELD BETWEEN 2.83 AND 2.88 MACH. AS A 40 DEGREE BANK WAS ESTABLISHED IN MACH HOLD,



~~SECRET~~

8915 (IN-59603)

PAGE TWO (2)

LEFT SIDE. THE RIGHT SHOCK WAS INADVERTENTLY POPPED IN AN ATTEMPT TO RECOVER THE LEFT SIDE. THE RIGHT RECOVERED AUTOMATICALLY. THE LEFT RECOVERED AFTER THE AFT BY-PASS DOORS WERE PLACED IN "AUTO". THE RIGHT ENGINE WAS SHUT DOWN AT 2.0 MACH AND 350 KEAS. BURPING STARTED AND COULD NOT BE CLEARED BY PLACING THE SPIKE FORWARD. ROUGHNESS STARTED AND CONTINUED TO 1.3 MACH. SEVERAL RESTART ATTEMPTS WERE MADE IN BOTH ROUGHNESS AND AFTER THE INLET SMOOTHED OUT AT 1.3 MACH. THE AFT BY-PASS DOORS WERE PLACED MANUALLY CLOSED AND A GOOD RELIGHT ACCOMPLISHED AT 1.2 MACH. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

3. 174 13. 018 0. 0  
EDITION: 18

CLASSIFIED MESSAGE

DATE 2220Z 19 NOV 64

~~SECRET~~

ROUTING	
1	DITech
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3	
4	DEA
5	OR
6	MP
7	CP
8	SD
9	SS
10	COMMO
11	205-T
12	"
13	RE
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15	
16	

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 2228Z 19 NOV 64

ROUTING	INT
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**PRIORITY**

1-20

IN 58520

TO PRIORITY

INFO

CITE

8797

OXCART  FLTEST OPS

NO NIGHT ACTION

REF:  8778

FOLLOWING INFO APPLIES FLT 79, ARTICLE 122: DURATION 54 MIN. TIME OVER 2.6 - 14 MINUTES.

END OF MSG

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

MFB 7-66

0141Z 19 NOV 64

~~SECRET~~

ROUTING		
1	DTech	9 SS
2	/	10 COMMO
3	/	11 DIST
4	VEA	12 "
5	OXC	13 RB
6	MD	14
7	CR	15
8	SD	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT	
<input checked="" type="checkbox"/>	1
<input type="checkbox"/>	2
<input type="checkbox"/>	3
<input type="checkbox"/>	4
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<input type="checkbox"/>	7
<input checked="" type="checkbox"/>	8
<input type="checkbox"/>	9
<input type="checkbox"/>	10

**PRIORITY**

TOR: 0205Z 19 NOV 64

OSA 1-20

IN 58342

TO PRIORITY

INFO

CITE

8778

OXCART  FLTEST OPS

NO NIGHT ACTION

- ARTICLE 122 MADE FLIGHT 79, 18 NOV 64. PILOT   
TAKE OFF GROSS WEIGHT 102,900 LBS., CG 20.5 PERCENT. MAX MACH 2.85, MAX ALT 75,000. TAKE OFF DISTANCE 6,000 FT, 27 DEGREES F.
- PURPOSE OF FLIGHT: NEW FUEL CONTROL CAM ON LEFT ENGINE. NO IGNITION. DRIP TEB SYSTEM ON RIGHT ENGINE. AIR STARTS.
- TAKE OFF AND CLIMB AT 390 KEAS WERE NORMAL. THREE ENGINE SHUT DOWNS WERE MADE ON RIGHT SIDE, CHECKING FUEL DRIP TEB PROBE SYSTEM, AT M2.8, M2.4 AND M.88. RELITES WERE MADE ON ALL SHUT DOWNS WITH NO TROUBLE EXCEPT ROUGHNESS PRIOR TO AND DURING RELITES.
- LANDING WAS NORMAL. MORE RELITES WILL BE ATTEMPTED ON NEXT FLIGHT.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0144Z 05 NOV 64

~~SECRET~~

ROUTING	
1	DI Tech
2	
3	
4	VFA
5	QAC
6	MD
7	CD
8	
9	SS
10	COMMO
11	DELSYT
12	"
13	KB
14	
15	
16	

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

ROUTING	INT
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**PRIORITY**

TOR: 0215Z 05 NOV 64

IN 56097

TO PRIORITY  INFO  CITE  8541

OX CART OPS FLTEST

1. ARTICLE 122 MADE FLT 78 ON 4 NOV 64. PILOT:   
 TAKE OFF AT 14:35 HOURS FOR 52 MINUTES. GROSS WEIGHT 101,700 LBS,  
 C. G. 21.32 PERCENT, TAKE OFF DISTANCE 6400 FT, TAKE OFF SPEED 215  
 KTS, PRESSURE ALTITUDE 4190 FT, TEMPERATURE 65 DEGREES, WIND:  
 LIGHT AND VARIABLE, MAXIMUM SPEED 2.83 MACH, MAXIMUM ALTITUDE  
 75,000 FT, TIME OVER MACH 2.0 THIS FLT 30 MINUTES, TIME OVER 2.8  
 MACH THIS FLT 10 MINUTES. TOTAL ACFT TIME 73:29. PURPOSE: EXTEND  
 THE AIRSTART FOR THE HYDROGEN IGNITION SYSTEM AND GATHER CAM DATA  
 ON ENGINE TRIM. CONFIGURATION: STANDARD.

2. TAKE OFF WAS NORMAL WITH SPIKES "AUTO" AND BOTH FORWARD  
 AND AFT BY-PASS DOORS MANUALLY CLOSED. THE AFT BY-PASS DOORS WERE  
 PLACED IN "AUTO" AFTER TAKE OFF. A MAXIMUM POWER, 400 KEAS CLIMB  
 WAS MADE TO 1.3 MACH AND A 375 KEAS CLIMB TO CRUISE. A HIGH

~~SECRET~~

IN 56097

8541

PAGE TWO

TO 350. A MILITARY DECELERATION OF 350 KEAS WAS MADE TO 2.45 MACH WHERE THE LEFT ENGINE WAS SET UP FOR A SHUT DOWN. THE FORWARD BY-PASS DOORS WERE OPENED, POWER RETARDED TO IDLE AND THEN CUTOFF. INLET BURPING STARTED AND COULD NOT BE CLEARED BY PLACING THE SPIKE FORWARD. ON UNSUCCESSFUL AIRSTART WAS ATTEMPTED IN ROUGHNESS. THE INLET BECAME SMOOTH AT 1.65 MACH AND A GOOD RELIGHT ACCOMPLISHED. ANOTHER SHUTDOWN WAS MADE AT 300 KEAS AND .83 MACH WITH THE FORWARD BY-PASS DOORS "MANUALLY" CLOSED. AS CUTOFF WAS SELECTED, THE AFT BY-PASS DOORS PROGRAMMED FULL OPEN WITH OCCASIONAL BURBLING OF THE INLET. TWO UNSUCCESSFUL AIRSTARTS WERE ATTEMPTED. THE KEAS WAS INCREASED TO 375 AND A GOOD RELIGHT MADE. THE DESCENT WAS NORMAL BUT THE CHUTE FAILED TO DEPLOY.

END OF MESSAGE

TO 120 USE PREVIOUS EDITIONS

MFG 7-54

CLASSIFIED MESSAGE

DATE 0205Z 3 NOV 64

~~SECRET~~

ROUTING	
1	DTECH 9 SS
2	10 20110
3	11 00541
4	12 " "
5	13 RB
6	14
7	15
8	16

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 0338Z 3 NOV 64

OSA 1-20

ROUTING	INT
✓ 1	
2	
3	
4	
5	
6	
7	
8	
✓ 9	

IN 55631

TO PRIORITY

INFO

CITE

8469

OXCAR OPS FLTEST

1. ARTICLE 122 MADE FLT 77 ON 2 NOV 64. PILOT: [ ] TAKE OFF AT 13:14 HOURS FOR 52 MINUTES. GROSS WEIGHT 101,900 LBS, C.G. 21.9 PERCENT, TAKE OFF DISTANCE 5900 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4320 FT, TEMPERATURE 60 DEGREES, WIND 320/10, MAXIMUM SPEED 2.83 MACH, MAXIMUM ALTITUDE 74,000 FT, TIME OVER MACH 2.0 THIS FLT 20 MINUTES, TIME OVER 2.8 MACH THIS FLT 8 MINUTES, TOTAL ACFT TIME 72:37. PURPOSE: ENGINE RELIGHTS AT DIFFERENT MACH NUMBERS USING THE HYDROGEN IGNITION SYSTEM. CONFIGURATION: STANDARD WITH HYDROGEN IGNITION SYSTEM OF LEFT ENGINE AND ENGINE WITH SUSPECTED NOZZLE INSTABILITY ON RIGHT SIDE.

2. NEITHER ENGINE WAS TRIMMED PRIOR TO TAKE OFF OR THROUGHOUT THE FLT. THE AFT BY-PASS DOORS WERE MANUALLY CLOSED FOR TAKE OFF AND PLACED "AUTO" AFTER TAKE OFF WHERE THEY REMAINED UNTIL THE TRAFFIC PATTERN WAS ENTERED FOR LANDING. THE STANDARD 400 KEAS CLIMB WAS

~~SECRET~~

[ ] 8469 (IN 55631)

PAGE TWO

PARATIONS FOR LEFT ENGINE SHUTDOWN WERE INITIATED AT 2.83 MACH. THE LEFT FORWARD BY-PASS DOORS WERE OPENED. BOTH THROTTLES RETARDED TO MILITARY AND THEN THE LEFT THROTTLE WAS RETARDED TO IDLE AND ALLOWED TO STABILIZE. THE ENGINE WAS SHUT DOWN AT 2.8 MACH AND ALLOWED TO STABILIZE PRIOR TO A SMOOTH RELIGHT. BOTH A/B RELIGHTS WERE SMOOTH. A MILITARY DESCENT WAS MADE AT 320 KEAS TO 1.5 MACH. THE LEFT EGT ATTEMPTED TO GO OVERBOARD AT 1.7 MACH, BUT THE THROTTLE WAS RETARDED TO DUMP THE EGT. ANOTHER RELIGHT WAS ATTEMPTED AT 1.5 MACH AND 370 KEAS. THE LEFT INLET CHUGGED WHEN THE ENGINE WAS SHUT DOWN. THE FORWARD BY-PASS DOOR WAS MANUALLY OPENED TO CLEAR THE INLET. THE RELIGHT ATTEMPT WAS UNSUCCESSFUL. KEAS WAS INCREASED TO 390 TO COMPENSATE FOR THE FORWARD BY-PASS DOORS BEING OPENED. A GOOD RELIGHT WAS THEN MADE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MSG

REVISOR  
AVIATION

FORM 7-60

DATE 2024Z 30 OCT 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

1	DTech	9	SS
2	/	10	COMMO
3	/	11	DDST
4	DEA	12	11
5	OXC	13	RB
6	MD	14	
7	CD	15	
8	SD	16	

TO DIRECTOR

FROM [ ]

ACTION:

INFO :

TOR 2101Z 30 OCT 64

ROUTING	INT
1	<input checked="" type="checkbox"/>
2	<input type="checkbox"/>
3	<input type="checkbox"/>
4	<input type="checkbox"/>
5	<input type="checkbox"/>
6	<input type="checkbox"/>
7	<input type="checkbox"/>
8	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>
10	<input type="checkbox"/>

OSA 1-20

**PRIORITY**

IN 55232

TO PRIORITY [ ]

INFO [ ]

CITE [ ] 8405

OXCART FLTEST OPS

- ARTICLE 122 MADE FLIGHT 76 ON 30 OCT 64. PILOT: [ ]  
TAKE OFF AT 0745 HOURS FOR 52 MINUTES. GROSS WEIGHT: 103,100 LBS,  
C.G. 20.1 PERCENT, TAKEOFF DISTANCE 6100 FEET, TAKEOFF SPEED 213  
KTS, PRESSURE ALTITUDE 4242 FEET, TEMPERATURE 33 DEGREES, WIND 340/3,  
MAXIMUM SPEED 2.86 MACH, MAXIMUM ALTITUDE 75,000 FT, TIME OVER  
2.0 MACH THIS FLIGHT 20 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10  
MINUTES. TOTAL AIRCRAFT TIME: 71:45. PURPOSE: LEFT ENGINE RESTART  
AT 2.8 MACH USING HYDROGEN IGNITION SYSTEM. CONFIGURATION: STANDARD  
WITH HYDROGEN IGNITION ON LEFT ENGINE AND RIGHT ENGINE WITH SUSPECTED  
NOZZLE INSTABILITY.
- THE ENGINES WERE NOT TRIMMED PRIOR TO TAKEOFF OR DURING FLIGHT.  
THE TAKEOFF AND CLIMB TO 2.8 MACH WERE NORMAL. PREPARATIONS FOR  
ENGINE SHUT DOWN WERE INITIATED AT 2.83 MACH AND 350 KEAS. THROTTLE  
WAS RETARDED TO MILITARY, AIR CONDITIONING CROSSOVER SELECTED,



8405 (IN 55232)

~~SECRET~~

PAGE TWO

OBTAINED AT 2.7 MACH AND POWER ADVANCEMENT TO MILITARY WAS SMOOTH.  
A 350 KEAS DECELERATION WAS USED. THE DESCENT AND LANDING WERE  
NORMAL. THE DRAG CHUTE DEPLOYED MOMENTARILY AND THEN SHREDED.  
THE CHUTE JETTISON WAS NORMAL.

END OF MESSAGE

~~SECRET~~

DATE 0523Z 15 OCT 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
1	D/Tech
2	
3	
4	UFA
5	OXC
6	MO
7	CD
8	SD
9	SS
10	COMMO
11	DDIS/T
12	KB
13	
14	
15	
16	

TO : DIRECTOR  
FROM :   
ACTION:  
INFO :

ROUTING	INT
1	<input checked="" type="checkbox"/>
2	
3	
4	
5	
6	
7	
8	
9	
10	<input checked="" type="checkbox"/>

**PRIORITY**

TOR: 0559Z 15 OCT 64

IN--52601

TO PRIORITY  INFO  CITE  8086

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 75 ON 14 OCT 64. PILOT   
 TAKEOFF AT 16:18 HOURS FOR 1 HOUR AND 6 MINUTES. GROSS  
 WEIGHT 110,000 LBS, CG 21 PERCENT, TAKEOFF DISTANCE 8300 FT,  
 TAKEOFF SPEED 210 KTS, PRESSURE ALTITUDE 4320 FT, TEMPERATURE  
 78 DEGREES, WIND 180/10, MAXIMUM SPEED 2.41 MACH, MAXIMUM  
 ALTITUDE 71,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MINUTES.  
 PURPOSE LEFT ENGINE EXHAUST NOZZLE STABILITY TEST. CONFIGURATION  
 AFT BY-PASS AUTOMATIC OPERATION.

2. TAKEOFF AND CLIMB USING THE STANDARD PROCEDURE WAS  
 NORMAL UNTIL 1.6 MACH. CLIMB SPEED LINE WAS 350 KEAS AND NOZZLE  
 FLUCUATION DEVELOPED AT 1.6 MACH AND CONTINUED TO 2.38 MACH.  
 THE LEFT ENGINE POWER LEVER WAS RETARDED TO MILITARY POWER AND  
 THE EXHAUST NOZZLE FLUCUATION STOPPED. A SECOND ACCELERATION  
 WAS MADE AT 320 KEAS AND AGAIN EXHAUST NOZZLE FLUCUATION  
 STARTED AT 1.6 MACH AND CONTINUED TO 2.33 MACH.  TERMINATED

FORM 120  
5-65 USE PREVIOUS EDITIONS

MFG. 7-64

DATE 0530Z 13 OCT 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
1	DTTech
2	/
3	/
4	DEF
5	OXC
6	MO
7	CD
8	SD
9	SS
10	COMMO
11	OUTST
12	RB
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA-1-15

ROUTING	INT
<input checked="" type="checkbox"/>	1
<input type="checkbox"/>	2
<input type="checkbox"/>	3
<input type="checkbox"/>	4
<input type="checkbox"/>	5
<input type="checkbox"/>	6
<input type="checkbox"/>	7
<input type="checkbox"/>	8
<input checked="" type="checkbox"/>	9

**PRIORITY**

0512Z 13 OCT 64

IN-52197

TO PRIORITY

INFO

CITE

8053

OXCART OPS FLTEST

- ARTICLE 122 MADE FLIGHT 74 ON 12 OCT 64. PILOT: . TAKE OFF AT 1632 HOURS FOR 56 MINUTES. GROSS WEIGHT: 103,689 POUNDS, C.G. 19:33 PERCENT, TAKE OFF DISTANCE 8,200 FEET, TAKE OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4,325 FEET, TEMPERATURE 81 DEGREES, WIND 190/5, MAXIMUM SPEED 2.82 MACH, MAXIMUM ALTITUDE 72,000 FEET, TIME OVER MACH 2.0 THIS FLIGHT 35 MINUTES. TIME OVER MACH 2.6 THIS FLIGHT 5 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 15 MINUTES. TOTAL AIRCRAFT TIME 69:49. PURPOSE: OBTAIN NOZZLE INSTABILITY DATA FROM THE LEFT ENGINE WHICH IS SUSPECTED OF HAVING NOZZLE INSTABILITY. OBTAIN CAM DATA FROM THE RIGHT ENGINE BY FLYING THE ENTIRE FLIGHT WITHOUT TRIMMING. CONFIGURATION: STANDARD WITH ENGINE 243 INSTALLED ON THE LEFT SIDE.
- THE RIGHT ENGINE STABILIZED AT 740 DEGREES PRIOR TO TAKE OFF AND WAS NOT TRIMMED FOR THE ENTIRE FLIGHT. THE TAKE OFF AND CLIMB WERE NORMAL. THE FUEL TOTALIZER SHOWED A LARGE ERROR PASSING THROUGH 0 000 FEET AND ALSO LATER IN THE FLIGHT. EACH TIME. THE NUMBER 3

8053 (IN-52197)

~~SECRET~~

PAGE-2

AND REACHED ITS WORST POINT AT 2.1 MACH. DATA WAS RECORDED DURING THIS PERIOD OF INSTABILITY. DESCENT, LANDING AND CHUTE OPERATION WERE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2224Z 01 OCT 64

~~SECRET~~

ROUTING		
1	<i>DTECH</i>	9
2		10
3		11
4	<i>OXC</i>	12
5	<i>OFA</i>	13
6	<i>MD</i>	14
7	<i>CD</i>	15
8	<i>SD</i>	16

TO : DIRECTOR

FROM : [ ]

ACTION:

INFO :

TOR: 2230Z 01 OCT 64

*OFA 1-15*

ROUTING	INT
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

ROUTINE

IN 50409

TO [ ]

INFO

CITE [ ]

781

OXCART FLTEST OPS

REF: A. [ ] 7822

B. [ ] 4934

REFERENCE FLI 73 ARTICLE 122 30 SEP 64. TIME AT OR ABOVE 2.8 WAS 5 MINUTES.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2002Z 30 SEP 64

~~SECRET~~

ROUTING		
1	D/Tech	9 SS
2		10 SD
3		11 COMM
4	DA	12 RB
5	DDST	13
6	OXC	14
7	MD	15
8	CD	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	

IMMEDIATE IMMEDIATE

IN 50136

TOR: 2036Z 30 SEP 64

TO

IMMEDIATE

INFO

CITE

7822

OXCART

FLTEST OPS

1. ARTICLE 122 MADE FLT 73 30 SEP 64. T. O. TIME 0913, DURATION 1 HOUR 4 MINUTES. T.O. GROSS WT 103000 LBS, CG 29.9 PERCENT. MAXIMUM MACH 2.82, MAXIMUM ALTITUDE 75,000 FT. T.O. DISTANCE 6500 FEET, T.O. SPEED 215 KEAS, WIND CALM, TEMP 49 DEGREES F. PILOT [ ] PURPOSE OF FLIGHT: AFTERBURNER BLOWOUT INVESTIGATION.

2. EGT ON BOTH ENGINES SATISFACTORY THROUGHOUT FLIGHT WITH NO TRIMMING REQUIRED.

3. THE CARD CALLED FOR CLIMB TO M2.8 AND 400 KEAS AND THEN HOLD MAXIMUM AB AND CLIMB AT M2.8 UNTIL BLOWOUT OCCURRED. WHILE IN THIS MANEUVER AT M2.8 THE LEFT INLET STALLED WHEN AIRPLANE REACHED 380 KEAS. AFTER RECYCLING SPIKE TO RESTART INLET THE SPIKE WOULD NOT RETURN AFT BUT STAYED IN FULL FORWARD POSITION.

IN 50136

~~SECRET~~

7823

PAGE TWO

AND THIS TIME IT RETURNED AFT AFTER RESTART.

4. THE MANEUVER WAS THEN REATTEMPTED AND THIS TIME INLET STALL OCCURRED AT M2.76 AT 390 KEAS.

5. PILOT THEN ELECTED TO START SECOND PART OF CARD CALLING FOR M2.8 CRUISE AT 350 KEAS INCLUDING TURNS. AIRCRAFT PERFORMED PERFECTLY AT THESE CONDITIONS IN A 30 DEGREE BANK FOR APPROXIMATELY 360 DEGREES INCLUDING CYCLING OF POWER ON EACH ENGINE FROM MAXIMUM TO MINIMUM AB AND RETURN. EVERYTHING WAS GLASSY SMOOTH DURING THIS MANEUVER.

6. LANDING WAS NORMAL WITH GOOD CHUTE. VHF WAS MARGINAL.

END OF MESSAGE

CLASSIFIED MESSAGE

~~SECRET~~

DATE 1952 25 SEPT 64

ROUTING	
1	D/Tact
2	1
3	
4	DDISAT
5	D/FA
6	OXC
7	WAD
8	CD
9	SS
10	SD
11	Comman
12	RB
13	
14	
15	

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 2026Z 25 SEPT 64

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

at 1-15

**PRIORITY**

IN 99277

TO PRIORITY

INFO

CITE

7745

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 72 ON 25 SEP 64. PILOT:   
 TAKE OFF AT 08:48 HOURS FOR 55 MINUTES. GROSS WEIGHT 100,000 LBS,  
 C. G. 20.8 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 205 KTS,  
 PRESSURE ALTITUDE 4295 FT, TEMPERATURE 59 DEGREES, WIND CALM, MAXIMUM  
 SPEED 2.86 MACH, MAXIMUM ALTITUDE 77,000 FT, TIME OVER MACH 2.0 THIS  
 FLT 25 MINUTES, TOTAL ACFT TIME 67:49. PURPOSE: ACCELERATION TO AND  
 CRUISE AT 2.8 MACH WITH NO ENGINE TRIMMING. CONFIGURATION:  
 STANDARD.

2. ENGINES WERE TRIMMED TO 804 DEGREES LEFT AND 812 DEGREES RIGHT.  
 THE INLET CONFIGURATION FROM TAKE OFF, UNTIL THE AFT BY-PASS DOORS  
 WERE MANUALLY CLOSED FOR LANDING, WAS SPIKES "AUTO", AFT BY-PASS "AUTO"  
 AND FORWARD DOORS MANUALLY "CLOSED". THE COMPLETE FLT WAS FLOWN  
 WITHOUT TRIMMING. A 400 KEAS CLIMB WAS MADE AND MINIMUM A/B ESTABLISH  
 FOR CRUISE. CRUISE AT 2.8 MACH WAS 10 MINUTES. PRIOR TO THE DECELER-



7745 (IN 99277

~~SECRET~~

PAGE TWO

EGT ATTEMPTED TO GO OVERBOARD DURING THE DECELERATION BUT COULD  
BE CONTROLLED BY THROTTLE MOVEMENT. DESCENT, LANDING AND CHUTE DEPLOY-  
MENT WERE NORMAL.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 2123Z 17 SEPT 1964

ROUTING	
1	DTech 9 SS
2	10 COMMO
3	11 DT/ST
4	OFA 12 RB
5	OXC 13
6	14
7	15
8	16

TO : DIRECTOR  
FROM :   
ACTION:  
INFO :

ROUTING	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

**PRIORITY**

PRIORITY

*OSA 1-15*  
TOR: 2227Z 17 SEPT 1964

IN 97865

TO PRIORITY  INFO  CITE  7624

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 71 ON 17 SEP 64. PILOT   
 TAKEOFF AT 09:37 FOR 1 HOUR AND 5 MINUTES. GROSS WEIGHT  
 106,100 LBS, C.G. 21.9 PERCENT, TAKEOFF DISTANCE 7000 FT,  
 TAKEOFF SPEED 212 KNOTS, PRESSURE ALTITUDE 4337 FT, TEMPERATURE  
 63 DEGREES, WIND CALM. MAXIMUM SPEED 3.08 MACH, MAXIMUM ALTITUDE  
 76,000 FT, TIME OVER 2.0 MACH THIS FLT 45 MINUTES, TIME AT  
 2.98 MACH THIS FLT 20 MINUTES. PURPOSE ACCELERATION AND CRUISE  
 AT 3.1 MACH WITH NO ENGINE TRIMMING. CONFIGURATION AFT BY-PASS  
 IN AUTOMATIC OPERATION AND FORWARD BY-PASS MANUALLY CLOSED FOR  
 ENTIRE FLT.

2. TAKEOFF AND CLIMB ON 400 KEAS LINE AND MAXIMUM AFTERBURNER  
 WERE NORMAL.  NOTED THAT AFT BY-PASS STARTED TO MODULATE  
 AT 1.64 MACH. AFT BY-PASS STARTED TO CLOSE AGAIN AT 2.3 MACH.  
 VERY MILD INLET ROUGHNESS DEVELOPED AT 2.55 BUT DISAPPEARED IN

[ ] 7624 (IN 97865)

~~SECRET~~

PAGE -2-

MACH, [ ] RETARDED THROTTLES TO MINIMUM AFTERBURNER POSITION. HE CRUISED 20 MINUTES AT 3.01 MACH USING MINIMUM AFTERBURNERS. THIS INCLUDED A 180 DEGREE TURN, 45 DEGREE BANK AT 1.5 G'S. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. A QUICK POSTFLIGHT INSPECTION INDICATED THE A/R PANELS AND BLANKETS WERE OKAY. INSTRUMENT PACKAGE VERIFICATION OF FLIGHT TEST DATA REVEALS THAT 20 MINUTE CRUISE WAS AT 2.98 MACH.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 1834Z 15 SEP 64

~~SECRET~~

ROUTING		
1	DITech	9 OKC
2		10 Commo
3		11 DITS/T
4	DEA	12 RB
5	MP	13
6	CD	14
7	SP	15
8	SS	16

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

ROUTING	INT
1	
2	
3	
4	
5	
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9	
10	

IMMEDIATE ~~IMMEDIATE~~  
 IN 97369

TOR: 1858Z 15 SEP 64

TO IMMEDIATE  INFO  CITE  7580  
 OKCART  FLTEST

- ARTICLE 122 MADE FLIGHT 70, 15 SEPT 64. TAKEOFF TIME 0811, DURATION 51 MINUTES. MAX MACH 3.02, MAX ALTITUDE 73000 FT. TAKEOFF GROSS WT 106,300 LBS, CG: 19.5 PERCENT. TAKEOFF DISTANCE 6900 FT, SPEED 215 KIAS, WIND 12 TO 20 KNOTS, TEMPERATURE 66 DEGREES. PILOT  PURPOSE OF FLIGHT: ACCELAION AND CLIMB AT 400 KEAS TO M3.0 WITH NO ENGINE TRIMMING.
- THE START REQUIRED DOUBLE CLUTCHING OF ONE ENGINE AND A BARE START ON THE OTHER. ENGINES SETTLED AT 811 DEGREES AND 830 DEGREES FOR TAKEOFF. CONFIGURATION WAS SPIKE AND AFT BYPASSES (ONION SLICER) ON AUTOMATIC, FORWARD BYPASS DOORS CLOSED THROUGHOUT FLIGHT.
- BAD VIBRATION NOTED AT 400 KEAS AT 15000 FT.
- ACCELERATION VERY BAD FROM 1.0 TO 1.1 AND PITCH TRIM REQUIRED 4 DEGREES DOWN. ABOVE M1.1 THE TRIM LEVELLED OFF TO

~~SECRET~~

7580 (IN 97369)

PAGE TWO

5. THE AFT BYPASSES (SLICERS) OPENED AT M1.6 AND 1.7 RESPECTIVELY BUT AROUND M2.0 THE RIGHT SLICER INDICATOR SHOWED IT CLOSED AND IT REMAINED SO FOR THE REST OF THE FLIGHT UNTIL AIRCRAFT SLOWED DOWN. THE AFT SLICER MODULATED FROM M2.45 ON OUT TO M3.02.

6. EGT'S DROPPED AS LOW AS 740 DEGREES BUT WERE NOT TRIMMED UP.

7. PILOT FELT AIRCRAFT WAS DRAG LIMITED AT M3.0 IN THIS CONFIGURATION, HOWEVER THE EGT'S WERE LOW. PILOT REPORTS THIS CONFIGURATION IS HARD TO SLOW DOWN ON THE DECELERATION.

8. NORMAL LANDING WITH GOOD CHUTE.

END OF MESSAGE

DATE 0216Z 12 SEPT 64

ROUTED MESSAGE  
~~SECRET~~

1	DI Tech	9	SS
2	I	10	SD
3		11	Commo
4	DD/SST	12	RB
5	D/EA	13	
6	ORC	14	
7	MS	15	
8	CD	16	

TO : DIRECTOR

FROM [ ]

ACTION:

INFO :

OSA 1-15

TOR 0334Z 12 SEPT 64

ROUTING INT	
<input checked="" type="checkbox"/>	1
<input type="checkbox"/>	2
<input type="checkbox"/>	3
<input type="checkbox"/>	4
<input type="checkbox"/>	5
<input type="checkbox"/>	6
<input type="checkbox"/>	7
<input checked="" type="checkbox"/>	9
<input type="checkbox"/>	10

PRIORITY

IN 96944

TO PRIORITY [ ]

INFO [ ]

CITE [ ] 7552

OXCART OPS FLTEST

REF [ ] 7537

PARA 1 OF REFERENCE AS PERTAINS TO CONFIGURATION IS CHANGED TO READ AS FOLLOWS: EVERY OTHER TUBE IN THE BY-PASS DOORS WAS SCREENED WITH THE REAR OF SCREENED TUBES BLOCKED OFF TO ALLOW THE AIR TO GO OVERBOARD. BY-PASS DOORS CLOSED ENTIRE FLIGHT. UNION SLICERS USED TO MODULATE AIR.

END OF MESSAGE

*FAT. 69  
122 ATTACHED*

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

MFG. 7-64

DATE 1914Z 11 SEP 64

~~SECRET~~

ROUTING		
1	DI Tech	9 SS
2		10 SD
3		11 <del>Comms</del>
4	DDISPT	12 RB
5	DIEA	13
6	OXC	14
7	MD	15
8	CD	16

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO :

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

**PRIORITY**

IN 96827

TOR: 1941Z 11 SEP 64

OSA 1-15

TO PRIORITY  INFO  CITE  7537

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 69 ON 11 SEP 64. PILOT:   
 TAKEOFF AT 09:09 HOURS FOR 51 MINUTES. GROSS WEIGHT 100,200 LBS,  
 C.G. 19.4 PERCENT, TAKEOFF DISTANCE 6400 FT, TAKE OFF SPEED 215 KTS,  
 PRESSURE ALTITUDE 4190 FT, TEMPERATURE 57 DEGREES, WIND CALM,  
 MAXIMUM SPEED 3.02 MACH, MAXIMUM ALTITUDE 74,000 FT, TIME OVER MACH  
 2.0 THIS FLT 25 MINUTES. TOTAL ACFT TIME 64:58. PURPOSE: ACCELE-  
 RATION TO 3.0 MACH WITHOUT TRIMMING ENGINES. CONFIGURATION: EVERY  
 OTHER TUBE IN THE BY-PASS DOORS WERE SCREENED WITH THE REAR OF THE  
 SCREENED TUBES BLOCKED OFF TO ALLOW THE AIR TO GO EITHER AFT OR  
 OVERBOARD. BY PASS DOORS CLOSED ENTIRE FLIGHT. ONION SLICERS USED  
 TO MODULATE AIR.

2. ENGINE EGT'S PRIOR TO TAKE OFF WERE 810 DEGREES LEFT AND 803  
 DEGREES RIGHT. IMMEDIATELY AFTER TAKEOFF BOTH ENGINES WENT 800-810  
 DEGREES. ACCELERATION FROM .92 MACH TO 1.1 MACH WAS

~~SECRET~~

[ ] 7537 (IN 96827)

PAGE TWO

SLICERS WERE PLACED IN "AUTO" AFTER TAKE OFF AND NOT RETURNED TO "CLOSED" MANUALLY UNTIL DECELERATING THROUGH 1.6 MACH. THE SLICERS PROGRAMMED ON SCHEDULE THROUGHOUT "AUTO" OPERATION. INTERMITTENT AND VARYING DEGREES OF ROUGHNESS OCCURRED FROM 2.5 MACH TO MAX MACH OBTAINED. THE RIGHT EGT DROPPED TO 720 DEGREES AT 2.8 MACH.

[ ] WAS TOLD BY FLIGHT TEST TO TRIM TO 785 DEGREES WHICH HE DID. FUEL FLOWS CAME MORE IN LINE AND ACCELERATION IMPROVED AFTER TRIMMING. UPON REACHING 3.0 MACH, THE AIRSPEED WAS BLED OFF TO 375 KEAS AND POWER REDUCED TO MILITARY FOR THE DESCENT. THE POWER LEVERS WERE RETARDED SLIGHTLY BELOW "MIL" AT 2.0 MACH TO ALLEVIATE ROUGHNESS. DESCENT AND LANDING WERE NORMAL. DRAG CHUTE WAS SLOW TO DEPLOY.

END OF MESSAGE



CLASSIFIED MESSAGE

DATE 0059Z 05 SEP 64

~~SECRET~~

ROUTING	
1	D/Tech 9 Commo
2	10 SS
3	11 SP
4	DD/S&T 12 RB
5	D/EA 13
6	D/C 14
7	MD 15
8	

TO DIRECTOR

FROM

ACTION:

INFO :

TOR: 0126Z 05 SEP 64

ROUTING	INT
1	
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IN 96309

TO PRIORITY

INFO

CITE

7473

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 66 ON 4 SEP 64. PILOT  TAKE OFF AT 13:48 HOURS FOR 54 MINUTES. GROSS WEIGHT 101,000 LBS, C.G. 21.9 PERCENT, TAKE OFF DISTANCE 7900 FT, TAKE OFF SPEED 208 KTS, PRESSURE ALTITUDE 4347 FT, TEMPERATURE 86 DEGREES, WIND 230/10 WITH GUSTS TO 16 KTS, MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 69,000 FT, TIME OVER 2.0 MACH THIS FLT 25 MINUTES. TOTAL ACFT TIME 64:07. PURPOSE: ENGINES TO 2.65 MACH WITHOUT TRIMMING. CONFIGURATION: STANDARD.

2. INLET CONFIGURATION FOR TAKE OFF HAD ONION SLICERS AND BY-PASS DOORS MANUALLY CLOSED AND SPIKES "AUTO". EGT'S PRIOR TO TAKE OFF WERE 788 DEGREES LEFT AND 794 DEGREES RIGHT. THE TAKE OFF WAS NORMAL AND THE SLICERS PLACED IN "AUTO" AFTER TAKE OFF. ACCELERATION THROUGH 1.0 MACH WAS SLOW WITH  SETTING THE PITCH TRIM 4 DEGREES OUT OF NEUTRAL AT THIS POINT. ACCELERATION WAS

[ ] 7473 (IN 96009)

~~SECRET~~

PAGE TWO

WERE OBTAINED. RETURN TO BASE WAS MADE AT 2.53 MACH. THE ENGINES  
WERE NOT TRIMMED THROUGHOUT THE FLI WITH THE LEFT APPEARING TO BE  
THE BETTER. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

~~SECRET~~

DATE 1909Z 01 SEP 64

ROUTING		
1	D/Tech	9 SS
2	/	10 Commo
3		11 SD
4	DD/S&T	12 RB
5	D/FA	13
6	OXC	14
7	MD	15
8	CD	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 1927Z 1 SEP 64

ROUTING	INT
1	
2	
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9	
10	

**IMMEDIATE**

IN 95273

1-15

TO IMMEDIATE

INFO

CITE  7404

OXCART

AIRCRAFT 122 MADE FLIGHT 67, 1 SEPT 64, PILOT  TO TIME 0811, DURATION 47 MINUTES. MAX MACH 2.71, MAX ALT 75,000 FEET. I.O. SPEED 205 KNOTS, DISTANCE 6300 FEET. PURPOSE OF FLIGHT: ACCELERATION TO MACH 2.7 TO CHECK AUTOMATIC ONION SLICERS AND FUEL CONTROLS, ONE BENDIX, ONE H-S.

ENGINES WERE PRETRIMMED AND WERE AT 820 DEGREES AND 775 DEGREES AT TAKEOFF, BOTH SETTLED OUT AT 800 DEGREES DURING CLIMB BUT THE H-S SLIPPED DOWN TO 766 DEGREES AS ALTITUDE INCREASED.  UPTRIMMED H-S AT MACH 2.2, 2.4 AND 2.6 WHERE HE RAN OUT OF TRIM.

AT MACH 2.6 TO 2.7 ONION SLICER WAS MOVING AND APPEARED TO BE WORKING SATISFACTORILY, HOWEVER AT MACH 2.71 THE SHOCK POPPED, THE BENDIX ENGINE WENT TO 840 DEGREES, NO AUTO RESTART OCCURRED,  REDUCED THROTTLES TO IDLE AND ENGINE REMAINED AT 840 DEGREES, HE INITIATED RESTART CYCLE AND ENGINES RESTARTED. AT MACH 2.35 HE

DATE 0501Z 09 JUL 64

OPERATIONAL MESSAGE

~~SECRET~~

ROUTING	
1	Commo
2	SS
3	SD
4	QB
5	
6	
7	
8	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

**PRIORITY**

1	
2	
3	
4	
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PRIORITY

FOR 0501Z 09 JUL 64

IN-87356

TO PRIORITY

INFO

CITE  6757

OXCAR OPS FLTEST

- ARTICLE 122 MADE FLT 66 ON 8 JUL 64. PILOT:   
 TAKEOFF AT 17:21 HOURS FOR 58 MINUTES. GROSS WEIGHT 94,750 LBS,  
 C.G. 21 PERCENT, TAKE OFF DISTANCE 5300 FT, TAKE OFF SPEED 205 KTS,  
 PRESSURE ALTITUDE 4420, TEMPERATURE 91 DEGREES, WIND 190/12-21.  
 MAXIMUM SPEED 2.60 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0  
 MACH THIS FLT 30 MINUTES, TOTAL ACFT TIME @ HOURS 26 MINUTES. PUR-  
 POSE: BENDIX FUEL CONTROL OPERATION OUT TO 2.6 MACH AND AUTOMATIC  
 UNION SLICER OPERATION. CONFIGURATION: SPIKES AND UNION SLICERS  
 AUTOMATIC, BY-PASS DOORS MANUALLY CLOSED.
- TAKE OFF AND CLIMB ON THE 400 KEAS LINE TO 2.2 MACH AND THEN  
 ON THE 375 KEAS LINE TO 2.63 MACH WERE NORMAL. POWER WAS REDUCED  
 TO MILITARY AND AFTER DECELERATING TO 1.6 MACH, A SECOND ACCELERATION  
 WAS ACCOMPLISHED TO 2.4 MACH. THIS ACCELERATION WAS TERMINATED AT 2.4  
 MACH BECAUSE FUEL SUPPLY WAS GETTING LOW. THE SECOND DECELERATION, DE-  
 CENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THE BENDIX FUEL CONT:

6757 (IN-87356)

~~SECRET~~

PAGE TWO

WITHOUT MANUAL TRIM BY THE PILOT. UNION SLICER OPERATION WAS EXCELLENT AND THE ENTIRE FLT WAS SMOOTH. LAC PERSONNEL WERE QUITE PLEASED WITH THE BENDIX FUEL CONTROL AND UNION SLICER OPERATION.

END OF MESSAGE

EDITION

CLASSIFIED MESSAGE

MPG. 0-08

DATE 2300Z 02 JULY 64

~~SECRET~~

ROUTING	
1	?TEAL
2	
3	
4	DXL
5	DEA
6	MD
7	CD
8	SS
9	SD
10	COMMO
11	POST
12	RB
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR 0102Z 03 JULY 64

ROUTING	INT
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**PRIORITY**

IN 86507

TO PRIORITY

INFO

CITE  6657

OX CART OPS FLTEST

1. ARTICLE 122 MADE FLT 65 ON 2 JUL 64. PILOT:  TAKE OFF AT 10:05 HOURS FOR 50 MINUTES. GROSS WEIGHT 95,000 LBS, O.G. 21 PERCENT. MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 69,000 FT.

PURPOSE: ACFT SYSTEMS OPERATION TO 2.6 MACH WITH EMPHASIS ON BENDIX FUEL CONTROLS AND AUTOMATIC UNION SLICERS.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL UNTIL REACHING 1.97 MACH AT WHICH POINT SHOCK EXPLOSION OCCURRED ON THE RIGHT SIDE. RIGHT UNION SLICERS TO FULL OPEN DID NOT CLEAR THE STALL, BUT THE STALL CLEARED IMMEDIATELY WHEN THE RIGHT BY-PASS DOORS WERE MANUALLY OPENED. AFTERBURNER RELIGHTS WERE ACCOMPLISHED AT 1.85 MACH AND ACCELERATION INITIATED WITH RIGHT UNION SLICERS AND BY-PASS DOORS OPEN. RIGHT UNION SLICERS WERE PLACED IN AUTO AT 2.2 MACH AND THEN BY-PASS DOORS WERE CLOSED. SHOCK EXPLOSION OCCURRED IMMEDIATELY. OPENING BY-PASS DOORS ELIMINATED THE STALL AND ACCELERATION CONTINUED TO 2.61 MACH. DURING DECELERATION, THE RIGHT BY-PASS DOORS WERE

[ ] 6657 (IN 86507)

~~SECRET~~

PAGE TWO

THE CHUTE RIPPED DURING DEPLOYMENT. THIS WAS AN OLD TYPE CHUTE  
(WHITE). [ ] STATED THAT BENDIX CONTROLS WORKED VERY WELL  
WITH ONLY MOMENTARY DOWN TRIM REQUIRED DURING DECELERATION.

END OF MESSAGE

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0011Z 30 JUN 64

ROUTING		
1	D/Tech	9 Connors
2		10 SS
3		11 SD
4	D/DIST	12 RB
5	D/FA	13
6	OXC	14
7	MD	15
8	CD	15

TO :DIRECTOR  
 FROM :  
 ACTION: OSA 1-15  
 INFO :

ROUTING	INT
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**PRIORITY**

IN 85807

TOR: 0144Z 30 JUN 64

TO PRIORITY  INFO  CITE  6569

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 64 ON 29 JUN 64. PILOT:   
 TAKE OFF AT 14:32 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WEIGHT  
 105,000 LBS, C.G. 22 PERCENT. TAKE OFF DISTANCE 7200 FT, TAKE OFF  
 SPEED 205 KTS, TEMPERATURE 86 DEGREES, PRESSURE ALTITUDE 4326 FT,  
 WIND 180-210/16 WITH GUSTS TO 23 KTS, MAXIMUM ALTITUDE 54,000 FT,  
 MAXIMUM SPEED 1.95 MACH. PURPOSE: CONTROLLED ACCELERATION TO  
 2.6 MACH. CONFIGURATION: TWO BENDIX FUEL CONTROLS WITH  
 EGT LIMITS OF 860 DEGREES.

2. TAKE OFF NORMAL AND CLIMB MADE ON 400 KEAS LINE. PASSING  
 THROUGH .85 MACH, VIBRATION FROM THE STANDARD EJECTOR FLAPS WAS  
 FELT AND CONFIRMED BY THE CHASE ACFT. THE RIGHT ENGINE STALLED  
 AT 1.95 MACH ON EACH ATTEMPT TO ACCELERATE TO 2.6 MACH.  
 THE ONION SLICER IS SUSPECTED AS NOT MODULATING. AN

-----



CLASSIFIED MESSAGE

MFG. 8-63

DATE 0013Z 25 JUNE 64

~~SECRET~~

ROUTING	
1	D/Tech
2	/
3	/
4	OXC
5	DFA
6	MO
7	CO
8	SP
9	SS
10	Commo
11	DISPT
12	RS
13	
14	
15	
16	

TO DIRECTOR

FROM [ ]

ACTION:

INFO : OSA 1-15 [ ]

TOR: 0221Z 25 JUNE 64

ROUTING	INT
✓ 1	
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✓ 9	
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**PRIORITY**

IN-85030

TO PRIORITY [ ]

INFO [ ]

CITE [ ]

64 73

OXCAR OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 63 ON 24 JUNE 64. PILOT [ ] TAKEOFF AT 0747 HOURS FOR 48 MINUTES. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKEOFF DISTANCE 5900 FEET, TAKEOFF SPEED 207 KNOTS, PRESSURE ALTITUDE 4179 FEET, TEMPERATURE 60 DEGREES, WIND CALM, MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE 75,000 FEET. PURPOSE HIGH SPEED EVALUATION OF BENDIX FUEL CONTROL INSTALLED ON LEFT ENGINE.

2. ONION SLICERS AND SPIKES WERE IN AUTOMATIC AND BY-PASS DOORS WERE MANUALLY CLOSED. TAKEOFF AND CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT PASSED THROUGH 2.0 MACH SHOCK EXPULSION WAS EXPERIENCED ALTHOUGH [ ] WAS NOT SURE IN WHICH INLET. THE INLET RECOVERED THE SHOCK WAVE AUTOMATICALLY WITHOUT PILOT ACTION. THIS OCCURRED IN A MATTER OF SECONDS AND ALSO NOTEWORTHY IS THE FACT THAT THE AFTERBURNER DID NOT BLOW OUT

~~SECRET~~

[ ] 6473 (IN-85030)

PAGE TWO

2.8 MACH RIGHT ENGINE EGT AND RPM DROOP DEVELOPED. [ ] STATED  
THAT THE FUEL CONTROL TRIM LEVER APPEARED INOPERATIVE.  
DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

DATE 2136Z 19 JUNE 64

~~SECRET~~

MFG. 638

ROUTING		
2	<i>DTRW</i>	9 <i>SS</i>
3		10 <i>COMM</i>
4	<i>OC</i>	11 <i>DDSTA</i>
5	<i>DFA</i>	12 <i>AS</i>
6	<i>SD</i>	13
7	<i>MO</i>	14
8	<i>SD</i>	15
		16

TO : DIRECTOR

FROM :

ACTION: *OSW 1-15*

INFO :

TOR: 2203Z 19 JUNE 64

ROUTING	INT
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PRIORITY

IN 84297

TO PRIORITY

MFO

CITE  6388

OXCAR OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT @ ON 19 JUN 64. PILOT  TAKEOFF AT 0730 HOURS FOR ONE HOUR. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKEOFF DISTANCE 6500 FEET, TAKEOFF SPEED 205 KNOTS, TEMPERATURE 65 DEGREES, PRESSURE ALTITUDE 4400 FEET. WIND 320/12, GUSTS TO 19 KNOTS. MAXIMUM SPEED 2.43 MACH, MAXIMUM ALTITUDE 68,000 FEET. PURPOSE EVALUATION OF AUTOMATIC UNION SLICERS, EVALUATION OF HAMILTON STANDARD FUEL CONTROL, RIGHT ENGINE; BENDIX FUEL CONTROL, LEFT ENGINE; WITH NO TRIMMING IN FLIGHT AND NO ENGINE EGT LIMITS. CONFIGURATION AUTOMATIC UNION SLICERS.

2. TAKEOFF AND CLIMB WERE NORMAL. TWO ACCELERATIONS WERE MADE. THE FIRST WAS MADE FROM .9 MACH TO 1.6 MACH, UNION SLICERS OPEN AND BY-PASS DOORS MANUALLY CLOSED WITH A ONE INCH STOP.

~~SECRET~~

IN 84297

6388

PAGE TWO

NEITHER ENGINE WAS TRIMMED DURING FLIGHT. THE LEFT ENGINE PERFORMED VERY WELL WITH 836 DEGREES ON TAKEOFF, 840 DEGREES BELOW 40 DEGREES CIT AND 814 AT MAXIMUM SPEED. THE RIGHT ENGINE WAS LOW THROUGHOUT. THE RPM DROOPED AT 40 DEGREES CIT, ROUGHNESS OCCURRED AT 2.3 MACH AND THE SHOCK POPPED AT 2.4 MACH. THE INLET RESTART WAS AUTOMATIC AND THE A/B WAS RELIABLE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

PRIVACY DIVISION

CLASSIFIED MESSAGE

MFU, 8-63

JAYE 0120Z 08 MAY 64

~~SECRET~~

ROUTING	
1	D TEST
2	
3	
4	oxc
5	ofa
6	md
7	cd
8	sd
9	SS
10	COMINT
11	DRS
12	AS
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

ROUTING	INT
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2	
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**PRIORITY**

TOR: 0322Z 08 MAY 64

IN--77559

TO PRIORITY

INFO

CITE

5695

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 61 ON 7 MAY 64. PILOT:

TAKE OFF AT 1451 HOURS FOR 1 HOUR AND 14 MINUTES. GROSS WEIGHT 105,800 LBS, C.G. 21.5 PERCENT, TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 214 KNOTS, PRESSURE ALTITUDE 4495, TEMP 53, WIND 240/3.

MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 48,000 FT. PURPOSE: TRANSONIC ACCELERATION DATA COLLECTION. CHEESE GRATERS (SCOOPS) INSTALLED ON AFT END OF TERTIARY DOOR HOLES. REMAINDER OF NACELLE CONFIGURATION STANDARD.

2. TAKE OFF AND CLIMB THROUGH UNDER TUNNEL WAS NORMAL. ONION SLICERS WERE PLACED 30 PERCENT OPEN FOR ALL ACCELERATION AND DECELERATION CHECKS. SPEED, POWER CHECKS WERE MADE AT 375 KEAS. DESCENT, LANDING AND CHUTE DEPLOYMENT WAS NORMAL.

3.  STATED ACCELERATION IMMEDIATELY AFTER TAKE OFF SEEMED MUCH BETTER THAN NORMAL. ACCELERATION CHECKS ON 375 AND 350 KEAS.

5695

~~SECRET~~

PAGE TWO

MODERATE VIBRATION AT .8 MACH AND AGAIN FROM .95 THROUGH 1.2 MACH  
BOTH ON ACCELERATION AND DECELERATION. CHASE PILOT REPORTED OSCILLATION  
OF EJECTOR FLAPS COINCIDED WITH [REDACTED] FEELING VIBRATIONS IN ACFT.  
CHASE PILOT STATED EJECTOR FLAP OSCILLATION WAS VERY APPARENT  
THAT IT WAS IN ONE OR TWO SEGMENTS AT A TIME AND GRADUALLY WORKED  
AROUND ALL EJECTOR FLAPS IN A CIRCULAR MOTION. AFTER FLT INSPECTION  
REVEALED EJECTOR FLAPS DAMAGED TO SUCH AN EXTENT THAT  
THEY MUST BE REPLACED.

END OF MESSAGE

DATE 2313Z 29 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

4	D/Teel	9	Commo
5	I	10	SS
6		11	SD
4	DD/SET	12	RB
5	D/EA	13	
6	OXC	14	
7	MD	15	
8	CD	16	

TO DIRECTOR

FROM [ ]

ACTION: OSA 1-15

INFO :

TOR: 2341Z 29 APR 64

ROUTING	INT
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**PRIORITY**

IN 76067

TO PRIORITY [ ]

INFO [ ]

CITE [ ]

5533

OXCART [ ] FLIEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 60, 29 APR 64. PILOT [ ]  
 [ ] TAKEOFF TIME 0753 HOURS [ ] TIME, DURATION ONE HOUR  
 AND ONE MINUTE. TAKEOFF GROSS WEIGHT 105,000 POUNDS, C.G.  
 22 PERCENT. TAKEOFF DISTANCE 6,400 FEET: TAKEOFF SPEED  
 210 KNOTS, TEMPERATURE 51 DEGREES. MAX SPEED M 2.92, MAX  
 ALTITUDE 81,000 FEET. PURPOSE OF FLI: SPEED EXTENSION  
 OF FULL PLASTIC CONFIGURATION. THE CONFIGURATION WAS  
 STANDARD EXCEPT FOR UNION SLICER AND REMOVAL OF SECONDARY  
 BLOW-IN DOORS IN NACELLES.

2. ENGINES WERE TRIMMED TO 800 DEGREES ON RUNWAY.  
 ACCELERATION WAS SLOW REACHING MACH 2.0 WITH 30,000 POUNDS  
 FUEL REMAINING. ACCELERATION AND CLIMB WERE CONTINUED TO  
 MACH 2.92 FOLLOWED BY MILITARY POWER DECELERATION WITH  
 DOORS AND SPIKES IN AUTOMATIC. DESCENT WAS SMOOTH WITH NO STALLS

~~SECRET~~

5533 (IN 76067)

PAGE TWO

5. THE ONION SLICER WAS PLACED AT 30 PERCENT TO MACH 2.2, 60 PERCENT TO MACH 2.7, 30 PERCENT FOR REMAINDER OF THE FLIGHT INCLUDING DESCENT. DOORS AND SPIKE ON AUTOMATIC.

4. PRIOR TO TAKEOFF THE RIGHT ENGINE STALLED 3 TIMES AT 810 DEGREES. REDUCTION TO 800 DEGREES ENDED STALLS.

END OF MESSAGE



DATE 0004Z 29 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
1	DTEAL
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3	
4	BXC
5	OFA
6	CO
7	MD
8	SD
9	SS
10	COMINT
11	DDST
12	JB
13	
14	
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TO DIRECTOR

FROM [ ]

ACTION: OSA 1-15

INFO :

TOR: 0215Z 29 APR 64

ROUTING	INT
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**PRIORITY**

IN 75844

TO PRIORITY [ ]

INFO [ ]

CITE [ ]

5513

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 59 ON 28 APR 64. PILOT: [ ]  
 TAKE OFF AT 0721 HOURS FOR ONE HOUR AND 2 MINUTES. GROSS WEIGHT:  
 105,200 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 6600 FEET, TAKE  
 OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4428 FEET, TEMPERATURE 46  
 DEGREES, WIND CALM, MAXIMUM ALTITUDE 72,000 FEET, MAXIMUM SPEED 2.81  
 MACH. PURPOSE: EXTEND MAXIMUM SPEED ON ARTICLE 122, INLET  
 INVESTIGATION, ENGINE IDLE AT 2.6 MACH, ENGINE SHUTDOWN  
 AT 2.0 MACH AND AUTO PILOT MACH HOLD EVALUATION AT 2.8 MACH.

2. TAKE OFF AND PASSAGE UNDER TUNNEL NORMAL. CLIMB WAS MADE ON  
 375 KEAS LINE FROM .8 MACH TO 2.8 MACH. AT 2.6 MACH, THE LEFT ONION  
 SLICER INDICATOR BECAME INOPERATIVE AND FOR THE REMAINDER OF THE FLIGHT  
 THE LEFT ONION SLICER POSITIONS WERE ESTIMATED BY THE PILOT. THE ONION  
 SLICERS WERE PLACED 50 PERCENT OPEN DURING THE 2.8 CRUISE. THE AUTO  
 PILOT MACH HOLD WAS EXCELLENT. THE RIGHT ENGINE WAS BROUGHT TO IDLE

~~SECRET~~

5513 (IN 75844)

PAGE TWO

5100 RPM. PLACING THE BY-PASS DOORS OPEN SMOOTHED THE ENGINE.

AN UNSUCCESSFUL RESTART WAS ATTEMPTED AT 2.0 MACH. THE BY PASS DOORS WERE PLACED IN AUTO AND A GOOD RELIGHT OBTAINED. DESCENT LANDING AND DRAG CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

REF ID: A66545

CLASSIFIED MESSAGE

DATE 0100Z 23 APR 64

~~SECRET~~

ROUTING	
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16	

*D REUT*  
*SS*  
*COMMO*  
*DO ST*  
*RS*  
*OXE*  
*PRB*  
*MD*  
*CD*  
*SO*

TO : DIRECTOR

FROM :

ACTION:

INFO : *OSA 1-15*

TOR 0239Z 23 APR 64

ROUTING	INT
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

**EMERGENCY**

IN 74755

TO PRIORITY

INFO

CITE

5408

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 58 ON 22 APR 64. PILOT  TAKE OFF AT 0818 HOURS FOR 59 MINUTES. GROSS WEIGHT 107,700 POUNDS. C.G. 20 PERCENT, TAKE OFF DISTANCE 6800 FEET, TAKE OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4520 FEET, TEMPERATURE 54 DEGREES, WIND CALM, MAXIMUM ALTITUDE 65,000 FEET MAXIMUM SPEED 2.3 MACH. PURPOSE: EVALUATION OF MODIFIED REVOLVER SHOCK TRAP EXIST.

2. ACCELERATION WAS MADE TO 2.3 MACH WHERE THE RIGHT ONION SLICERS WERE OPENED, BY PASS DOORS OPENED, AND SPIKE PLACED FORWARD. RIGHT ENGINE WAS BROUGHT TO IDLE AND REMAINED SMOOTH. AT 2.0 MACH THE RIGHT ENGINE WAS SHUT DOWN. ROUGHNESS OCCURRED AT 5100 RPM. THREE UNSUCCESSFUL RESTARTS WERE ATTEMPTED IN ROUGHNESS. A SUCCESSFUL START WAS MADE AT 1.6 MACH. DURING ATTEMPT TO ACCELERATE TO MILITARY, ENGINE STALLS OCCURRED. BY-PASS DOORS WERE PLACED IN "AUTO" AND THE STALLS CLEARED. AN AUTO SEQUENCE FUEL FEED

CLASSIFIED MESSAGE

DATE 0122Z 22 APR 64

~~SECRET~~

ROUTING		
1	TEU	9
2		10
3		11
4	DXC	12
5	DFA	13
6	MD	14
7		15
8	SD	16

TO : DIRECTOR

FROM :

ACTION: OSA-1-15

INFO :

TOR 0241Z 22 APR 64

ROUTING	INT
✓ 1	✓
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8	
9	
✓ 10	

**PRIORITY**

IN--74530

TO PRIORITY

INFO

CITE  5391

OXCAR OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 57 ON 21 APR 64. PILOT  TAKEOFF AT 0813 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT 106,000 LBS, CG 21 PERCENT. TAKEOFF DISTANCE 6400 FT, TAKEOFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4316, TEMPERATURE 50 DEGREES, WIND CALM. MAXIMUM ALTITUDE 65,000 FT, MAXIMUM SPEED 2.34 MACH. PURPOSE EVALUATION OF MODIFIED REVOLVER SHOCK TRAP EXIT.

2. ENGINES TRIMMED TO 800 DEGREES PRIOR TO TAKEOFF. ENGINES STAYED WITHIN LIMITS DURING ACCELERATION TO 50 DEGREES C.I.T. WHERE IT WAS NECESSARY TO TRIM BOTH ENGINES DOWN. ACFT LEVELED AT 2.3 MACH AND 65,000 FT. RIGHT ONION SLICERS WERE OPENED, RIGHT BY-PASS DOORS OPEN AND SPIKE PLACED FORWARD, RIGHT THROTTLE WAS BROUGHT TO MILITARY AND ENGINE STALLS OCCURRED. THE STALLS CONTINUED TO 1.65 MACH WHERE THE ENGINE WAS SHUT DOWN. RPM WENT TO 5500 AND WOULD NOT COME UP AFTER A RESTART WAS MADE.

~~SECRET~~

5391 IN--74530

PAGE TWO

DEPLOYMENT. AFTER LANDING INVESTIGATION SHOWED THAT A CLEVIS PIN  
HAD FALLEN FROM THE NOZZLE FOLLOW UP ROD. MALFUNCTION WILL BE  
CORRECTED AND ACFT RESCHEDULED FOR 22 APR.

END OF MESSAGE

CLASSIFIED MESSAGE

MPG, 0-87

DATE 2314Z 16 APR 64

~~SECRET~~

ROUTING	
1	DTEU
2	
3	
4	DFA
5	OXC
6	MD
7	CD
8	SD
9	SS
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TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

ROUTING	INT
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**PRIORITY**

TOR 2354Z 16 APR 64

IN 73755

TO PRIORITY

INFO

CITE

5297

OXCAR OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 56 ON 16 APR 64. PILOT:  TAKE OFF AT 06:59 HOURS FOR 1 HOUR AND 13 MINUTES. GROSS WEIGHT 105,000 LBS, C.G. 21.5 PERCENT. TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 214 KNOTS, PRESSURE ALTITUDE 4495, TEMPERATURE 51 DEGREES, WIND CALM. MAXIMUM ALTITUDE 47,000 FT. MAXIMUM SPEED 1.62 MACH. PURPOSE: SPEED POWER POINT DATA COLLECTION FROM 1.6 MACH TO 1.05 MACH.

2. TAKE OFF, CLIMB AND LEVEL OFF AT 45,000 FT WERE NORMAL. ACFT WAS STABILIZED AT 45,000 FT, 400 KEAS AND 1.6 MACH. SLIGHTLY MORE THAN MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. ONION SLICERS WERE 60 PERCENT OPEN FOR ALL SPEED/POWER POINTS. SECOND POINT WAS AT 45,000 FT, 350 KEAS AND 1.4 MACH. MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. THIRD POINT WAS AT 45,000 FT, 300 KEAS AND 1.2 MACH. AGAIN, MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. FOURTH POINT WAS AT 45,000 FT, 275 KEAS AND 1.1 MACH.

5297 (IN 73755)

~~SECRET~~

PAGE TWO

FIFTH POINT WAS AT 45,000 FT, 250 KEAS AND 1.05 MACH. MAXIMUM  
AFTERBURNER WAS REQUIRED. DESCENT, LANDING AND CHUTE DEPLOYMENT  
WERE NORMAL.

END OF MESSAGE

4-88 14-71010

CLASSIFIED MESSAGE

DATE 0007Z 16 APR 64

~~SECRET~~

ROUTING	
1	PRESENT
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4	OXC
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6	C/D
7	TD
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10	SS
11	Comps
12	RS
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**PRIORITY**

IN 73575

TO DIRECTOR

FROM

ACTION: OSA 1-15

INFO :

TOR: 0042Z 16 APR 64

ROUTING	INT
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TO PRIORITY

INFO

CITE  5273

OX CART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 55 ON 15 APR 64. PILOT:  TAKE OFF AT 0956 HOURS FOR 55 MINUTES. GROSS WEIGHT 101,250 LBS, C.G. 21.5 PERCENT. TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 204 KNOTS, PRESSURE ALTITUDE 4242 FT, TEMPERATURE 69 DEGREES, WIND 350/4. MAXIMUM ALTITUDE 64,000 FT. PURPOSE: TWO TRANSONIC ACCELERATIONS FROM .8 MACH TO 1.5 MACH USING 30 PERCENT OPEN UNION SLICERS ON THE FIRST AND 65 PERCENT ON THE SECOND. TO RETARD THE RIGHT THROTTLE TO IDLE AT 2.35 MACH AND SHUT DOWN THE ENGINE AT 2.0 MACH.

2. THE ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF, NO INDICATION ON THE "L" SYSTEM WAS RECEIVED WHEN THE GEAR WAS RETRACTED. THIS WAS ALSO TRUE ON GEAR EXTENSION. AFTER TAKE OFF THE UNION SLICERS WERE OPENED TO 30 PERCENT. WHEN THROTTLES WERE BROUGHT OUT OF A/B TO MILITARY, THE RIGHT A/B DID NOT CUT OUT. AT .75 MACH, 20,000 FT,



~~SECRET~~



5273 (IN 73575)

PAGE TWO

BOTH ACCELERATIONS WERE MADE ON THE 375 KEAS LINE. PILOT COMMENTED THAT BOTH ACCELERATIONS WERE POOR WITH THE SECOND BEING THE BETTER. THE RIGHT THROTTLE WAS RETARDED AND ENGINE STAYED SMOOTH TO 5000 RPM. A RESTART WAS MADE IN 10 TO 12 SECONDS IN THE ROUGH AREA. THE ENGINE BURPED TO 1.55 MACH THEN BECAME SMOOTH. A TOTALIZER AND AUTO FUEL SEQUENCING MALFUNCTION CAUSED A LOW LEVEL LITE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

INFO. 8-62

DATE 2222Z 14 APR 64

~~SECRET~~

ROUTING	
2	STEEN
3	/
4	OXC
5	DFA
6	MD
7	CD
8	SO
9	SS
10	Commo
11	RB
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15	
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TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO TOR: 2303Z 14 APR 64

ROUTING	INT
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PRIORITY

**PRIORITY**

IN-73352

TO PRIORITY

INFO

CITE

5241

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 54 ON 14 APR 64. PILOT:   
 TAKE OFF AT 0806 HOURS FOR 54 MINUTES. GROSS WEIGHT 106,000  
 POUNDS, C.G. 21 PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF  
 SPEED 213 KNOTS, PRESSURE ALTITUDE 4044 FEET, TEMPERATURE 54  
 DEGREES, WIND CALM, MAXIMUM SPEED: 2.45 MACH, MAXIMUM ALTITUDE:  
 74,000 FEET. PURPOSE: EVALUATION OF SHOCK TRAP BAFFLE AND REVOLVER  
 BY-PASS DOORS.

2. ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF. TAKE OFF AND  
 CLIMB ON 375 KEAS LINE WERE NORMAL TO 2.4 MACH. AT 2.4 MACH,  
 THE LEFT ENGINE STARTING BLEED LITE CAME ON AND  PAN OUT OF  
 ENGINE UP TRIM AT THE SAME TIME. THE ENGINE RPM FELL OFF TO 6800  
 AND POPPED THE SHOCK. OPENING THE BY-PASS DOORS CURED THE PROBLEM  
 AND BROUGHT THE SHOCK BACK IN. AT 2.3 MACH THE RIGHT ENGINE  
 WAS BROUGHT TO IDLE, THE UNION SLICES AND BY-PASS DOORS

~~SECRET~~

5241 (IN-73352)

PAGE TWO

DOWN AT 2.03 MACH AND ROUGHNESS OCCURRED. MOVING THE SPIKE FORWARD DID NOT CURE THE ROUGHNESS. THREE UNSUCCESSFUL AIRSTARTS WERE ATTEMPTED IN ROUGHNESS DURING DECELERATION. AT 1.35 MACH THE ENGINE SMOOTHED AND THE THROTTLE WAS BROUGHT UP. A START OCCURRED AT 1.25 MACH BUT ENGINE STALLS WERE RECEIVED DURING ACCELERATION TO MILITARY. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE -

DATE 0234Z 10 APR 64

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
1	DTB
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4	OXC
5	DTA
6	MD
7	CD
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55  
20MPD  
OBSA  
IB

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR 0340Z 10 APR 64

ROUTING	INT
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PRIORITY

IN 72616

TO PRIORITY

INFO

CITE  5175

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLY 53 ON 9 APR 64. PILOT: SCHALK. TAKE OFF AT 10:39 HOURS FOR 54 MINUTES. GROSS WEIGHT 100,000 LBS, C.G. 20 PERCENT. TAKE OFF DISTANCE 6300 FT, TAKE OFF SPEED 205 KNOTS, PRESSURE ALTITUDE 4158, TEMPERATURE 62 DEGREES, WIND 120/2. MAXIMUM SPEED 2.29 MACH,

MAXIMUM ALTITUDE 65,000 FT. PURPOSE: INLET CONTROL INVESTIGATION WITH SHOCK TRAP BAFFLES I.E., SHOCK TRAP AIR GOING THROUGH TUBES IN BY-PASS AREA TO NACELLE WHEN BY-PASS DOORS WERE CLOSED, OVERBOARD VIA BY-PASS AREA WHEN BY-PASS DOORS ARE OPEN.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL EXCEPT PILOT HAD TO TRIM EGT MORE FREQUENTLY THAN NORMAL. RIGHT ENGINE EGT ROSE TO 814 DEGREES AT 1.7 MACH AND ALL DOWN TRIM HAD BEEN USED. RIGHT ENGINE POWER WAS REDUCED TO MILITARY POWER TO CONTROL EGT. RIGHT ENGINE A/B WAS RELIT AT 1.35 MACH AND EGT STAYED WITHIN LIMITS.

5175 (IN 72616)

~~SECRET~~

PAGE TWO

ONION SLICERS AND BY-PASS DOORS WERE OPEN, BUT ROUGHNESS WAS ENCOUNTERED. ROUGHNESS SUBSIDED AT 1.35 MACH AND ENGINE WAS RELIT AT 1.05 MACH. DURING NEXT ACCELERATION EGT'S LOOKED GOOD UNTIL 2.2 MACH. RIGHT ENGINE WENT TO 828 SO POWER WAS REDUCED TO MILITARY. SCHALK TERMINATED TEST AT THIS POINT BECAUSE OF INABILITY TO CONTROL RIGHT ENGINE EGT (BENDIX CONTROL). DESCENT WAS NORMAL. LANDING WAS LONG AND FAST BECAUSE LEFT ENGINE IDLED AT 4500 RPM AND RIGHT ENGINE IDLED AT 3700 RPM. CHUTE OPERATION WAS NORMAL. ACFT NOW LAID UP FOR RIGHT ENGINE CHANGE, DUE TO FUEL CONTROL PROBLEM.

END OF MESSAGE

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0235Z 18 MAR 64

NO. 242

ROUTING

1	DTECH	9	SS
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3	1	11	DDST
4	OXC	12	COMMO
5	DFA	13	KB
6	CU	14	
7	MO	15	
8	CO	16	

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

FOR 0405Z 18 MAR 64

ROUTING - INT	
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PRIORITY

IN 68528

TO PRIORITY

INFO

CITE  4770

OXCART OPNS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 52 ON 17 MAR 64. PILOT:

TAKE OFF AT 0937 HOURS FOR ONE HOUR AND 14 MINUTES. GROSS WEIGHT: 119,000 POUNDS C.G. 21 PERCENT, TAKE OFF DISTANCE 7500 FEET, TAKE OFF SPEED 205 KNOTS PRESSURE ALTITUDE 4200 FEET, TEMPERATURE 53 DEGREES, WIND 320/5 KNOTS. MAXIMUM SPEED: 2.6 MACH, MAXIMUM ALTITUDE: 77,000 FEET. PURPOSE: ACCUMULATE CRUISE TIME AT 2.6 MACH.

2. TAKE OFF CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT ACCELERATED THROUGH 2.0 MACH, THE RIGHT THROTTLE WAS REDUCED TO MILITARY POWER AND BY-PASS DOORS WERE OPENED. THE INLET REMAINED SMOOTH. THE SAME PROCEDURE WAS TRIED AT 2.3 MACH, BUT THE SHOCK POPPED. SPIKE FORWARD REGAINED SHOCK AND INLET WAS SMOOTH AT 2.24 MACH. ACFT WAS THEN ACCELERATED TO 2.6 MACH AND REMAINED AT THAT SPEED FOR 30 MINUTES. THE AUTO PILOT. MACH HOLD. WAS

THE AUTOPILOT TEST WAS DISCONTINUED AND RECYCLING SAS "B" PITCH CHANNEL FAILED TO CORRECT SAS MALFUNCTION. [ ] TERMINATED THE FLIGHT TEST AT THIS POINT. DESCENT LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

3. THIS AIRCRAFT NOW HAS TRIMMED BY-PASS OUTLET LOUVRES. POWER REDUCTIONS ON THE RIGHT ENGINE INTENDED TO TEST RESULTS OF TRIMMED LOUVRES, WERE INCONCLUSIVE. [ ] STATED THAT THE SPIKE/BY PASS DOOR CONTROLS WORKED VERY WELL.

END OF MESSAGE

CLASSIFIED MESSAGE

MFG. 5-65

DATE 0843Z 22 FEB 64

~~SECRET~~

1	0	10	CLIMPO
2	1	11	SS
3	2	12	SD
4	3	13	DOSSET
5	4	14	RB
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**PRIORITY**  
PRIORITY

TO : DIRECTOR  
FROM :   
ACTION: OSA 1-15  
INFO :

1	0	10	CLIMPO
2	1	11	SS
3	2	12	SD
4	3	13	DOSSET
5	4	14	RB
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7	6		
8	7		

TOR 0125Z 22 FEB 64

IN 63997

TO PRIORITY  INFO  CITE  4338

OXCART OPN FLTEST  
NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 51 ON 21 FEB 64. PILOT:   
 TAKE OFF AT 1125 LOCAL FOR ONE HOUR AND FIVE MINUTES. GROSS WEIGHT:  
 105,350 LBS. C.G. 21.6 PERCENT. TAKE OFF DISTANCE 7500 FEET,  
 COMPUTED TAKE OFF DISTANCE 6500; TEMPERATURE 41 DEGREES, WIND 350  
 DEGREES AT 8 KNOTS, PRESSURE ALTITUDE 4028 FEET. MAXIMUM SPEED  
 2.61 MACH, MAXIMUM ALTITUDE 65,000 FEET: PURPOSE: TO CHECK INLETS  
 AND ENGINES, OBTAIN CLIMB PERFORMANCE DATA AT 375 KEAS TO 2.6 MACH,  
 CHECK AUTO PILOT AT 2.6 MACH.

2. AIRCRAFT ENGINES HAD JUST BEEN TRIMMED PRIOR TO FLIGHT TEST  
 SO  DID NOT TRIM AT END OF RUNWAY. TAKE OFF WAS 1000 FEET  
 LONGER THAN PROGRAMMED BECAUSE FUEL CONTROLS HAD SHIFTED DOWN TO 740  
 DEGREES.  TRIMMED TO 780 DEGREES DURING TAKE OFF ROLL.  
 CLIMB AND LEVEL OFF AT 20,000 FEET WERE NORMAL. AFTER PASSING  
 THROUGH TUNNEL, ACFT WAS ACCELERATED ON 375 KEAS LINE TO 2.6 MACH



~~SECRET~~

IN 63997 [ ] 4338

PAGE 2

THROUGH 1.39 MACH. INTERMITTENT "L" HYDRO SYSTEM OSCILLATIONS FROM 200-800 PSI NOTED BETWEEN 1.7 AND 2.6 MACH. ACFT INLET ROUGHNESS ENCOUNTERED AT 2.01 MACH AND CONTINUED THROUGH 2.6 MACH. LEFT SPIKE MANUALLY FORWARD ALLEVIATED ROUGHNESS CONDITION. AUTO PILOT OPERATION CHECKED AT 2.6 MACH; ATTITUDE HOLD OPERATION GOOD, MACH HOLD PLUS/MINUS .02 MACH; ACFT ROLLED INTO 30 DEGREE BANK WHEN HEADING HOLD WAS ENGAGED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. [ ] STATED THAT CHUTE DEPLOYMENT WAS SMOOTHER THAN USUAL DUE TO NEW PARA-SAIL (PILOT CHUTE). THIS PILOT CHUTE IS LARGER THAT OLDER CONFIGURATION AND IS SPRING LOADED TO SPEED DEPLOYMENT.

END OF MESSAGE

~~SECRET~~

DATE 2227Z 11 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

DISTRIBUTION		RECEIVED	
1	DIRECT	9	COMMO
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4	OXC	12	DESYT
5	CC	13	RB
6	DFA	14	
7	MD	15	
	CD	16	

TO : DIRECTOR

FROM : [ ]

ACTION: OJA # 1-15

INFO :

FOR 2341Z 11 FEB 64

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IMMEDIATE

IN--62311

TR IMMEDIATE [ ]

INFO

CITE

4858

OXCART [ ]

1. AIRCRAFT 122 MADE FLIGHT 50, 11 FEB 1964. PILOT LOU SCHALK. TAKE OFF TIME 0909 LOCAL, DURATION 1 HR 15 MIN. TAKE OFF GROSS WEIGHT 119,100 LBS., CG 21.1 PER CENT. MAX MACH NUMBER 2.52, MAX ALT 66,000 FT. TAKE OFF DISTANCE 7,800 FT. TAKE OFF SPEED 285 KIAS. RUNWAY TEMP 32 DEGREES, ZERO WIND, 4569 FT PRESSURE ALTITUDE. PURPOSE OF FLIGHT WAS FULL FUEL TAKE OFF AND A 400 KEAS CLIMB TO M 2.6.

2. DURING AND AFTER TAKE OFF THE FUEL CONTROLS HELD THE TRIM VERY WELL UP THROUGH M 2.0. THEY WERE 812 DEGREES AND 816 DEGREES RESPECTIVELY ON TAKE OFF AND NEVER GOT BELOW 760 DEGREES ON CLIMB. IT WAS NOT NECESSARY TO TRIM UNTIL HE PASSED M 2.0. ACCELERATION WAS POOR TRANSONICALLY AND REMAINED POOR THROUGHOUT THE FLIGHT. THE CHANGE IN ACCELERATION IS VERY NOTICEABLE WITH THE INCREASED WEIGHT. DUE TO THE LOSS OF VOR AND A SOLID UNDERCAST SCHALK ELECTED

~~SECRET~~

4058 IN--62311

PAGE TWO

TO 320 KEAS BEFORE HE STARTED RECOVERING SPEED AND GETTING BACK TO 375 KEAS. HE ROLLED OUT OF TURN AT 375 AND ACCELERATED POORLY TO M 2.52. THE SPIKES SCHEDULED OK FROM M 1.6 TO 2.4 BUT AT 2.5 EXCESSIVE FLUCTUATIONS STARTED WITH PLUS OR MINUS 800 PSI EXCURSIONS. HE THEREFORE SHUT DOWN THE AB'S AND DESCENDED TO 14,000. AT THIS POINT HE ACCELERATED AT 400 KEAS TO M 1.6. HE WAS AT 85,000 LBS AND THE ACCELERATION WAS NOTICEABLY BETTER THAN AT THE HIGHER GROSS WEIGHTS.

3. BEFORE TAKEOFF AND ONCE DURING FLIGHT PILOT HAD DIFFICULTY IN STARTING RIGHT ENGINE. IT APPEARS TO BE A TEB PROBLEM AT THE MOMENT.

4. LANDING, CHUTE AND BRAKES WERE SATISFACTORY.

5. FOR THE NEXT FLIGHT THEY PLAN TO CHANGE THE SPIKE ACTUATOR AND THEN MAKE A 375 KEAS CLIMB OUT.

END OF MESSAGE

NRN 2356Z 4 FEB 64

~~SECRET~~

TO DIRECTOR

FROM [ ]

ATTN:

INFO:

OSA 1-15

ROUTING	INT
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DTECH  
 OXC  
 CC  
 C.O.  
 IMMEDIATE  
 DFB

COMMO  
 SS  
 INTEL  
 RB  
 POSIT

IMMEDIATE

IN 61425

TOR: 0022Z 5 FEB 64

TO IMMEDIATE [ ]

INFO [ ]

CITE [ ]

3917

OXCART [ ] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 49, 4 FEB 64. PILOT [ ]  
 [ ] TAKEOFF TIME 0344 HOURS LOCAL, DURATION 1 HOUR  
 AND 44 MINUTES. TAKEOFF GROSS WEIGHT 117,000 POUNDS, CG  
 20.3 PERCENT. MAX SPEED MACH 2.69, MAX ALTITUDE 74,000  
 FEET. RUNWAY TEMPERATURE 23 DEGREES, TAKEOFF DISTANCE 8300  
 FEET, TAKEOFF SPEED 209 KNOTS, ZERO WIND. PURPOSE OF FLIGHT:  
 MAX WEIGHT TAKEOFF. HEAT SOAK AND RANGE FUEL SPECIFICS AT  
 MACH 2.65.

2. PRIOR TO TAKEOFF HAD THREE ENGINE STALLS ON LEFT SIDE  
 DUE TO INABILITY TO TRIM DOWN RAPIDLY ENOUGH. HOWEVER,  
 PRIOR TO TAKEOFF BOTH ENGINES SETTLED OUT AT 746 DEGREES.

3. THIS WAS THE HIGHEST TAKEOFF WEIGHT TO DATE. THE  
 START UP WEIGHT WAS 118,100 POUNDS, WITH AN ESTIMATED TAKE OFF  
 WEIGHT OF 117,000 PLUS POUNDS. THIS ACFT HAS A BASIC WEIGHT OF  
 53,000 POUNDS SO THIS IS NEARLY 100% FULL.

~~SECRET~~

IN 61425

[ ] 5917

PAGE TWO

CHECKED OUT WITH BURBANK.

4. TAKEOFF WAS GOOD BREAKING GROUND AT 8500 FEET AT 269 KIAS. DURING TAKE OFF PITCH MONITOR LIGHT CAME ON BUT RESET OK. MADE AB CLIMB TO 22,000 FEET THEN PASSED UNDER TUNNEL AT MILITARY, CONTINUED CLIMB ON FAR SIDE IN AB TOPPING OUT AT MACH 2.69 IN THE TURN NEAR [ ] APPROXIMATELY 35 MINUTES AFTER TAKE OFF. THE CLIMB ACCELERATION WAS MADE AT A CONSTANT 300 KEAS. AFTER REACHING MACH 2.69 THROTTLES WERE REDUCED TO ONE HALF AB AND CONSIDERABLE BURNER ROUGHNESS WAS NOTED WHICH WENT AWAY AFTER ROLLING OUT OF THE TURN AT [ ] HE THEN PROCEEDED SOUTH TO [ ] REACHING THERE WITH 28,000 POUNDS FUEL REMAINING AND READING 20,000 POUNDS TOTAL FUEL FLOWN AT THE TIME. DECIDING HE HAD 45 MINUTES OF FUEL REMAINING HE TURNED NORTH TO [ ] AND RETURNED SOUTH TO THE BASE BEFORE COMING OUT OF AB.

5. THE DESCENT AND LANDING WERE NORMAL. THE NEW 10 FOOT PARASAIL PARACHUTE WAS USED AND WAS O.K.

6. TOTAL TIME ABOVE MACH 2.65 WAS APPROXIMATELY ONE HOUR, AND AT THIS TIME NO DISCREPANCIES, MALFUNCTIONS, OR FAILURES IN THE AIRCRAFT HAVE BEEN REPORTED.

END OF MESSAGE

DATE 0202Z 04 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

1	DI Tech	9	Trull
2	I	10	DD/SFT
3		11	SS
4	DIFA	12	Commo
5	OXC	13	RB
6	CC	14	
7	MD	15	
8	CD	16	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

ROUTING	INT
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**PRIORITY**

TOR: 0400Z 04 FEB 64

IN--61268

TO PRIORITY

INFO

CITE

3894

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 48 ON 3 FEB 64. PILOT:   
 TAKE OFF AT 10:28 HOURS FOR 1 HOUR AND 30 MINUTES. GROSS WEIGHT  
 110,150 LBS, C.G. 21.7 PERCENT. MAXIMUM SPEED 2.65 MACH, MAXIMUM  
 ALTITUDE 77,000 FT. TAKE OFF DISTANCE 7100 FT AT 213 KIAS.  
 TEMPERATURE 35 DEGREES, WIND CALM AND PRESSURE ALTITUDE 4120 FT.  
 PURPOSE: TO CRUISE AT 2.6 MACH FOR FUEL SPECIFICS. TO DETERMINE  
 LIGHT INTENSITY IN THE COCKPIT AT ALTITUDE AND TO CHECK MODE  
 "X" OF IFF.

2. FLT WAS NORMAL WITH THE EXCEPTION OF LEFT HYDRO FLUCUATIONS.  
 THE FLUCUATIONS WERE INTERMITTENT AT DIFFERENT MACH NUMBERS  
 WITH VARIATIONS FROM PLUS/MINUS 300 PSI TO PLUS/MINUS 1000 PSI.  
 THE PILOT THOUGHT PROBLEMS INDICATING SYSTEM MALFUNCTION RATHER  
 THAN SPIKE MOVEMENT SINCE THERE WAS NO SPIKE HAMMER OR AIRCRAFT  
 ROUGHNESS. DESCENT AND LANDING NORMAL. THE BRAC QUITE WAS

DATE 0205Z 28 JAN 64

~~SECRET~~

1	DTECH	9	COMM
2	/	10	SS
3		11	INTEL
4	OXC	12	DPST
5	CC	13	AS
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7		15	
8		16	

TO : DIRECTOR  
 FROM :   
 ACTION:  
 INFO : OSA 1-15

ROUTING INT	
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PRIORITY

TOR: 0312Z 28 JAN 64

IN60443

TO PRIORITY

INFO

CITE  3786

OXCAR OPS FLTEST

1. ARTICLE 122 MADE FLT 47 ON 27 JAN 64. PILOT:   
 TAKE OFF AT 14:10 HOURS FOR 1 HOUR AND 28 MINUTES. GROSS WEIGHT  
 111,600 LBS, C.G. 20.3 PERCENT, TAKE OFF ROLL COMPUTED 7250 FT,  
 ACTUAL 8000 FT, TAKE OFF SPEED 204 KEAS, PRESSURE ALTITUDE 4263  
 FT, TEMPERATURE 52 DEGREES, WIND 350/3 KNOTS, MAXIMUM SPEED 2.61  
 MACH, MAXIMUM ALTITUDE 74,000 FT. PURPOSE: INLET INVESTIGATION,  
 DISTANCE AND CRUISE DATA, MODE X IFF, HEAVY WEIGHT TAKEOFF AND  
 AUTO PILOT ATTITUDE HOLD ACCEPTABILITY AT CRUISE MACH.

2. TAKE OFF, CLIMB, AND LEVEL OFF AT 20,000 FT WERE NORMAL.  
 AFTER PASSING UNDER TUNNEL, A CLIMB WAS INITIATED TO CRUISE ALTITUDE  
 OF 70,000 FT. ACCELERATION AND FUEL CONSUMPTION WERE VERY GOOD.  
 CRUISE MACH WAS HELD FOR 55 MINUTES AND DESCENT BEGAN WITH 7000  
 LBS FUEL REMAINING. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE

~~SECRET~~

3786 IN60440

PAGE TWO

MITTING SIMULTANEOUSLY. THE ATTITUDE HOLD FUNCTION OF THE AUTO  
PILOT IS NOT ACCEPTABLE FOR A MACH OR KEAS CRUISE CONDITION. AFTER  
FLT INSPECTION REVEALED FOD ON THE LEFT ENGINE.

END OF MESSAGE



14-00000

0141Z 25 JAN 64

~~SECRET~~

DIRECTOR

[Redacted]

NO INFO

NO INFO

TOR: 0213Z 25 JAN 64

IN 60198

TO: PRIORITY [Redacted]

INFO [Redacted]

CITE [Redacted]

3753

OXCART [Redacted] FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 46 24 JAN 64. TAKEOFF TIME 1012 HOURS, DURATION ONE HOUR 11 MINUTES. TAKEOFF GROSS WEIGHT 107,000 POUNDS, CG 19.6 PERCENT. MAX SPEED M 2.58 MAX ALTITUDE 77,000 FEET. TAKEOFF DISTANCE 6,400 FEET, TAKEOFF SPEED 211 KNOTS, TEMPERATURE 18 DEGREES, WIND LIGHT. PILOT LOU SCHALK. PURPOSE OF FLIGHT: EXTENDED CRUISE AT M 2.5 TO 2.6.

2. AFTER TAKEOFF AND CLIMB AIRCRAFT ACCELERATED TO M 2.5 AND 75,000 FEET AND REMAINED BETWEEN MACH 2.4 AND 2.6 AND 74,000 FEET TO 76,000 FEET FOR A TOTAL OF 40 MINUTES. TWO TURNS WERE MADE DURING THIS TIME AND PILOT ESTIMATES HE TRAVELLED 1500 MILES.

3. NO UNUSUAL OCCURRENCES. NORMAL LANDING WITH GOOD CHUTE.

END OF MESSAGE

DTECH  
 OXC  
 CC  
 OPS  
**PRIORITY**  
 PRIORITY

COMM  
 INTEL  
 SS  
 DPST  
 RB

OSA 1-15

FORM 104 (REV. 10-63)  
CLASSIFIED MESSAGE

DATE 0012Z 18 JAN 64

CLASSIFIED MESSAGE

~~SECRET~~

MPG 6-63

ROUTING

1	DTECH	9	SS
2		10	SD
3		11	COMMO
4	CXC	12	DOSA
5	CC	13	RB
6	OSA	14	
7		15	
8			

TO DIRECTOR

FROM:

ACTION:

INFO:

OSA 1-15

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

**PRIORITY**

TO: 0053Z 18 JAN 64

IN 59186

TO

PRIORITY

INFO

CITE

3616

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 45 ON 17 JAN 64. PILOT SCHALK. TAKEOFF AT 1032 FOR ONE HOUR AND SIX MINUTES. GROSS WEIGHT 100,000 POUNDS, C.G. 20.5 PERCENT, TAKEOFF ROLL 6200 FEET, TAKEOFF SPEED 209 KNOTS, PRESSURE ALTITUDE 4400 FEET, TEMPERATURE 25 DEGREES, WIND 350/3 KNOTS, MAXIMUM SPEED 2.66 MACH, MAXIMUM ALTITUDE 76,000 FEET, PURPOSE INLET INVESTIGATION TO 2.6 MACH AND SPEED POINTS WITH F-101 CHASE AIRCRAFT.

2. TAKEOFF, CLIMB, AND LEVEL OFF AT 40,000 FEET WERE NORMAL. 3 SPEED CALIBRATION POINTS WERE ACCOMPLISHED WITH F-104 CHASE AIRCRAFT. HIGHEST SPEED ON CHECK WAS 1.32 MACH BEFORE A-12 PULLED AWAY FROM F-104. A-12 AIRCRAFT MACH INDICATOR WAS READING .02 MACH HIGH. SCHALK THEN ACCELERATED TO 2.66 MACH (325 KEAS/75,000 FT) BEFORE HYDRO FLUCTUATION INDICATED LEFT

3616 (IN 59186)

~~SECRET~~

PAGE TWO

3. THE RIGHT SPIKE HAD BEEN SCHEDULED 1 1/2 INCH FORWARD OF NORMAL POSITION PRIOR TO FLT 44. THIS ACTION APPARENTLY ELIMINATED THE RIGHT SPIKE FLUCTUATION PROBLEM REPORTED ON PREVIOUS FLIGHTS. LAC PLANS TO RE-SCHEDULE THE LEFT SPIKE 1 TO 1 1/2 INCHES FORWARD PRIOR TO NEXT FLIGHT.

END OF MSG

*Is this a sensor for scheduling problem?  
Whose fault?*

~~SECRET~~

8701 (IN 69568)

PAGE TWO

ANGE. IN AN ATTEMPT TO LEARN MORE ABOUT THIS CONDITION, INCREMENTAL  
UAL BY PASS DOOR CONTROLS WILL BE INSTALLED NEXT WEEK AND I  
ULD GUESS INCREMENTAL MANUAL SPIKE CONTROLS WILL BE THE NEXT  
P. IN EFFECT THE PILOT AND ACFT ARE DESIGNING THE INLET  
EDULE.

4. THERE IS ALSO SOME FEELING THAT THE ENGINE BY PASS DUCTS  
OPENING TOO SOON CAUSING THE 12 PERCENT INCREASE IN AB FUEL,  
S BUILDING UP BACK PRESSURE IN THE AB AND SLOWING THE ENGINE  
N IN RPM. P AND W DENIES THIS STATING THAT THEIR ALTITUDE  
ILITY HAS NOT SHOWN THIS.

5. AT THE MOMENT THEY ARE BOTH GROPING THEIR WAY ALONG. IT  
KS LIKE AN INCREMENTAL STEP BY STEP IMPROVEMENT FROM HERE ON

6. AFTER A 300 KEAS DESCENT TO 26,000 FEET AN AIR START WAS  
EMPTED ON RIGHT ENGINE. IT WAS NECESSARY TO MAKE 3 ATTEMPTS  
INCREASE SPEED TO 390 KEAS TO EFFECT A START. START WAS  
AT 20,000 FEET.

7. ARTICLE USED UP APPROXIMATELY ONE HALF THE FUEL (17-20,000  
IDS) BY TURN AROUND AND M 2.2. HOWEVER, IT RETURNED TO HOME  
AT M 2.2 PLUS ON 6,000 POUNDS. LANDING WAS MADE WITH 6,000  
IDS. NONE WAS DUMPED.

END OF MESSAGE

Z 08 MAR 63

~~SECRET~~

C/DO  
C/S

CD  
SB

OPERATIONAL IMMEDIATE

MD  
DO/R  
C/DO  
RB  
AFKGO!

OPERATIONAL IMMEDIATE

INFO

[REDACTED]

(1,2,3,4,5,6,7,8,9,6)

[REDACTED]

(11)

IN 69444

2115Z 8 MAR 63

[REDACTED]

[REDACTED]

[REDACTED]

8563

RT [REDACTED]

- ARTICLE 122 MADE FLT 6, 8 MAR 63. DURATION 34 MINUTES SPEED M 2.45, MAX ALT 62,000 FEET PLUS. T.O. GROSS WEIGHT 88 POUNDS, CG 21.7 PERCENT, PILOT LOU SCHALK. PURPOSE OF WAS EXTENSION OF THE FLT ENVELOPE AND HIGH MACH STABILITY XS.
- AS TAKEOFF AND CLIMB TO 38,000 FEET FOLLOWED BY LERATING CRUISE TO M1.8. A TURN WAS THEN INITIATED AT [REDACTED] ACCELERATING TO M 2.0. STABILITY CHECKS MADE ACH 2.1 COMING OUT OF THE TURN AND THEN THE ACFT WAS LERATED TO M 2.45 AT 62,000 PLUS FEET RETURNING TOWARD
- THE LEFT ENGINE APPARENTLY HAD COMPRESSOR STALL AT SO THE THROTTLES WERE PULLED BACK AND AIRCRAFT DECELERATED. ELITY CHECKS WERE MADE AT .1 MACH INCREMENTS WHILE LERATING. A NORMAL LANDING WAS MADE.
- THE BYPASS DOORS WERE INTENTIONALLY HELD IN A ONE AND ONE-HALF

SECRET



TWO

PERMITTED THE HEATER SPEED TO BE REACHED. THE SPIKE SCHEDULE  
MAY BE MODIFIED FOR THE NEXT FLT AND THE BYPASS DOORS  
W ALSO MAY BE CLOSED SLIGHTLY. LAG HOPED TO REACH M 2.3  
FIS PROCEDURE WHILE WAITING FOR THE REDESIGNED INLET CONTROLS,  
TO ONE TO TWO WEEKS.

. ARTICLE 125 IS AIRBORNE AT THIS MOMENT IN AN ING TEST.  
GLE 125 IS SCHEDULED FOR 1230 HOURS LOCAL TIME, ARTICLE 121  
SCHEDULED FOR 1600 HOURS LOCAL TIME 8 MAR 63.

END OF MESSAGE

852 DT MAR 63

ALCOTR

[REDACTED]

1 1 1 2 3 4 5 6 7 8 9 10

852 DT MAR 63

IN [REDACTED]

PART [REDACTED]

1. ARTICLE 122 MADE FLY 5, 7 MAR 63, DURATION 56 MINUTES.

022 WEIGHT 22,000 POUNDS, MAX ALT 62,000 PLUS. PILOT [REDACTED]

[REDACTED] PURPOSE OF FLY WAS TO EXTEND THE FLT ENVELOPE AND TO GAIN ADDITIONAL LATERAL - DIRECTIONAL STABILITY DATA.

2. AS TAKEOFF, FOLLOWED BY CLIMB TO 32,000 FEET AND 10 DEGS, CRUISE TO 12 MILES NORTH OF [REDACTED] AND THEN TURNED BACK TOWARD BASE. WITH 24,000 POUNDS OF FUEL REMAINING HE THEN ACCELERATED FROM M 1.49 TO M 2.55 AT 62,000 PLUS FEET WHEN FLT WAS TERMINATED.

3. THE BY PASS DOORS WERE PUT ON AUTOMATIC AT M 1.8 AND THEREAFTER THEY FLUCTUATED BETWEEN OPEN AND PARTIALLY CLOSED PARTICULARLY ON THE LEFT ENGINE. THIS PRESUMABLY CAUSED A TIGHT YAW TO THE LEFT WHICH IN TURN CAUSED THE SPITTING OUT OF THE ENGINE ON THE LEFT SIDE. THRUST THEREFORE STARTED TO DECAY ON THAT SIDE ALTHOUGH NO ROUGHNESS, COMPRESSOR STALL, OR AN SLOWOUT

CIDD  
/

DDR  
OP

OPERATIONAL IMMEDIATE

CD  
MD  
C/PS  
S/B  
Col. Henry

OPERATIONAL IMMEDIATE

SECRET

AIRY 129 40000

PAGE TWO

IS TO LOWER POWERING.

1. AT THIS POINT THE PLANE STARTED TO GET HOT AND WAS FORCED DOWN TO STAY DOWN TO THE OTHER ENGINE TO KEEP COOL. BY ABOUT 10:00 AM THE LEFT ENGINE HAD ABOUT 100 LBS OF FUEL REMAINING.
2. IMPROPER LUBRICATION OF THE LEFT ENGINE REMOTE GEAR WHICH IN TURN LED TO THE COMPLETE OVERHEAT. IT WILL BE NECESSARY TO CHANGE THE GEAR BOX WHICH WILL POSTPONE FURTHER FLYING USE UNTIL FRIDAY OR SATURDAY.
3. NUMBER 124 MADE A SECOND FLIGHT TODAY 5 MAR 63 WHICH WILL BE REPORTED LATER.
4. 123, 124 AND 125 ARE ALL SCHEDULED FOR 6 MAR 63. ENGINE WORK ON 125 ARE BEING DONE THIS AFTERNOON.

END OF MESSAGE



MAR 63 2359Z

~~SECRET~~

1	C/O	3	DDIR
2		5	CD
3		6	"

ICTOR

[ ]

(1-2-3-4-5-6-7-8-9-10)

(11)

PRIORITY

CPS  
MD  
SB  
CP  
M-19  
RB

02 MAR 63 0037Z

IN 67687

Y

[ ]

INFO

[ ]

CITE

[ ]

8455

BT

ITE ACTION

LT NBR 4 ON 122, 1 MAR 63. FLYING TIME: 41 MIN. FLOWN  
 CHALK. T.O. GROSS WEIGHT: 90,000 LBS. 21.7 PERCENT CG.  
 LIMB TO 58,000 TO 2.24 MACH NUMBER. ACCELERATION FELL OFF FROM  
 ON UP TO 2.24 MACH. PILOT FELT HE HAD REACHED SPEED LIMIT.  
 DUCT BUZZ FROM 1.98 MACH NUMBER TO 2.24. INTERMITTENT AB  
 ATION FROM 2.16 TO 2.24 MACH. DUCT BUZZ DISAPPEARED DURING  
 LERATION. LANDING WAS MADE HEAVY WITH 12,000 LBS OF FUEL.  
 ING NORMAL WITH PROPER DRAG CHUTE OPERATION.

END OF MESSAGE

12 FEB 63

~~SECRET~~

1	C/DD	3	DDR
2	/	5	OD
3		6	

CD  
MD  
SB  
E/PS  
RB  
A/CIG-5

**PRIORITY**

STOR

[Redacted]

(1-2-3-4-5-6-7-8-9-10)

(11)

[Redacted]

2138Z 12 FEB 63

IN 65842

Y

[Redacted]

INFO

CITE

[Redacted]

8153

RT

[Redacted]

[Redacted] 8132 (See attached)

- THE FOLLOWING CORRECTION IS MADE TO [Redacted] 8132, 8 FEB  
FLIGHT 3 OF ARTICLE 122: THE MAXIMUM VELOCITY REACHED  
MACH 2.29 AT 61,600 FEET.
- FURTHER INFORMATION ON THE FLIGHT DERIVED FROM  
RUMENTATION RECORDS AS FOLLOWS: ACCELERATION TO MACH  
LOOKS GOOD, HOWEVER, SEVERE DUCT BUFFET OR RUMBLE AT  
POINT DESTROYED FURTHER GOOD RECORDS. WHEN THIS RUMBLE  
RRED THE PILOT PLACED THE BYPASS DOORS ON AUTOMATIC TO  
IN RELOCATING THE SHOCK IN THE INLET, HOWEVER, THE  
E SCHEDULE IS APPARENTLY OFF SINCE THIS ONLY AGGRAVATED  
SITUATION AND CAUSED AB BLOWOUT AND POSSIBLE COMPRESSOR  
L OF ONE OR BOTH ENGINES. BY THIS TIME THE SPEED HAD  
HED MACH 2.29 BUT THEN THE ACFT STARTED DECELERATING  
HING APPROX 1.8 BEFORE ENGINES WERE RUNNING SMOOTH AGAIN.
- AT THIS POINT, THE AIR CONDITIONING SYSTEM MALFUNCTIONED

~~SECRET~~

[ ] 8153 (IN 65842)

PAGE TWO

PILOT'S SUIT HEATED UP SO HE RETURNED TO HOME BASE AND LANDED RAPIDLY AS POSSIBLE.

4. DURING ROUTINE INSPECTION FRIDAY NIGHT THE FOD WAS DISCOVERED ENGINE 212 AND IT WAS PULLED. INSPECTION SHOWED THIS DAMAGE EXTENSIVE EXTENDING COMPLETELY THROUGH THE COMPRESSOR. THE ENGINE BEING TORN DOWN HERE BEFORE RETURN TO HARTFORD TO DETERMINE IF FOREIGN MATERIAL REMAINS AND WHAT IT IS. THE MOST LIKELY SUSPECT AT THE MOMENT, TO MY MIND, IS A PIECE OF HEAVY RUBBER TIRE TREAD WHICH IS PLACED ON THE NOSE GEAR UP-LOCK WHEN AIRPLANE IS ON THE GROUND TO PROTECT GROUND PERSONNEL FROM HEAD INJURIES. THIS WERE INADVERTENTLY LEFT IN PRIOR TO TAKEOFF IT COULD EASILY BREAK OFF AND BE INGESTED DURING TAKEOFF RUN. THIS IS THE ONLY ITEM I CAN FIND WHICH MEETS THE APPARENT REQUIREMENTS I.E. SOMETHING LIGHT AND FIRM LIKE A RUBBER Mallet PLUS SOME SMALL HARD METALLIC PARTICLES. THIS ITEM IS FIRM RUBBER - FABRIC HOSE WITH ONE SCREW ATTACHED TO ONE END AND A RED STREAMER. SOME PERSONNEL FEEL THIS IS LOGICAL OTHERS FEEL IT COULDN'T POSSIBLY HAPPEN. HOWEVER, AT THE MOMENT WE HAVE 5 AIRPLANES AND ONLY 4 OF THESE ITEMS.

5. THE FOD TO DATE AT [ ] IS AS FOLLOWS:

ENGINE NUMBER	ENGINE	DAMAGE	ARTICLE	HOURS
1072	J-75	MAJOR	124	65
1096	J-75	MAJOR	121	28
1143	J-75	MAJOR	124	20
1164	J-75	MINOR	124	

~~SECRET~~

[ ] 8153 (IN 65842)

PAGE THREE

1203	J-58	MINOR	121
1207	J-58	MAJOR	122
1211	J-58	MAJOR	122
1212	J-58	MAJOR	122

6. LAC IS INSTITUTING MORE STRINGENT MAINTENANCE RULES, MORE CHECKS LISTS, AND IS X-RAYING THE NACELLES OF EACH ACFT HERE AT [ ] IN A STRONG ATTEMPT TO REDUCE OR ELIMINATE THIS PROBLEM.

END OF MESSAGE

09 FEB 63

~~SECRET~~

2/10/63  
 11  
 MR/OSA

DR/K  
 11

CD  
 SB  
 MD  
 CR

**PRIORITY**

PR DR

10X

[REDACTED]

(-2-3-4-5-6-7-8-9-10)

(3)

---CORRECTED COPY---

IN 65540

09 FEB 63

[REDACTED]

INFO

CHE

[REDACTED]

8132

[REDACTED]

AIRC 122 MADE FLT 3, 8 FEB 63. DURATION OF FLT 56 MIN.

SPEED M 2.24, MAX ALTITUDE 61,000 FT. PILOT [REDACTED]

WEIGHT 91,250 LBS, CG 21.6 PERCENT. PURPOSE OF FLIGHT:

PER CHECK OF AIRC 122 AND EXTENSION OF FLIGHT ENVELOPE.

HIGH SPEED RUN ENDED AT M 2.24 AND 61,000 FT DUE TO AB  
PRECIPITATED BY PUTTING BLEEDS ON AUTOMATIC.

THERE WAS SOME PEELING OF THE MAGIC PAINT AR TREATMENT DUE  
TO IT BEING UNCURED. IT LOOKS LIKE PRE-FLIGHT CURING  
IS MANDATORY.

FURTHER REPORT WILL FOLLOW ON 11 FEB 63.

END OF MESSAGE

RECEIVED PER J. PARANGOSKY

[REDACTED]

12 09 FEB 63

~~SECRET~~

400  
DUK  
CD  
S3  
CPS  
MD  
RB  
RB

**PRIORITY**

ECTOR

[Redacted]

(-2-3-4-5-6-7-8-9-10)

(11)

[Redacted]

IN 65540

0118Z 09 FEB 63

TY [Redacted]

INFO

CITE

[Redacted]

8132

ART [Redacted]

1. AIRC 122 MADE FLT 3, 8 FEB 63. DURATION OF FLT 56 MIN.

SPEED M 2.24, MAX ALTITUDE 61,000 FT. PILOT [Redacted]

SS WEIGHT 91,250 LBS, CG 21.6 PERCENT. PURPOSE OF FLIGHT:

OTHER CHECK OF AIRC 122 AND EXTENSION OF FLIGHT ENVELOPE.

2. HIGH SPEED RUN ENDED AT M 2.24 AND 61,000 FT DUE TO AB  
LL PRECIPITATED BY PUTTING BLEEDS ON AUTOMATIC.

3. THERE WAS SOME PEELING OF THE MAGIC PAINT AIR TREATMENT DUE  
MOST OF IT BEING ~~INCURRED~~. IT LOOKS LIKE PRE-FLIGHT ~~WIRING~~

LL BE MANDATORY.

4. FURTHER REPORT WILL FOLLOW ON 11 FEB 63.

END OF MESSAGE

*spitting & burning*

**CURRING**

*both on the*

*D*

5Z 07 FEB 63

~~SECRET~~

CIDD

DDR

OD

**PRIORITY**

CIPS

AB

AFCIG-5

ECTOR

[Redacted]

(1-2-3-4-5-6-7-8-9-10)

(11)

0301Z 07 FEB 63

PRIORITY

IN 65211

Y

[Redacted]

INFO

CITE

[Redacted]

8070

RT

ACFT NUMBER TWO MADE FLIGHT NUMBER TWO ON 6 FEB. TAKEOFF  
 555 HOURS AREA TIME FOR ONE HOUR AND ONE MINUTE. PILOT  
 LK. GROSS WEIGHT 90,000 POUNDS WITH CG 20.6 PERCENT.  
 TAKEOFF AND CLIMB TO 23,000 FEET. AB'S OFF AND LEVEL FLT.  
 POWER - CRUISED AT MACH .91. CHECKED ENGINE OPERATION  
 MADE APPROPRIATE READINGS. BURNERS IN, CLIMBED AT MACH .91  
 0,000 FEET. ACCELERATED TO MACH 1.1 AND 1.2 AND MADE  
 DAMPER AND ACCELERATION CHECKS. PILOT IMPRESSED WITH  
 LERATION CHARACTERISTICS ABOVE MACH 1.0. ACCELERATED IN  
 TO MACH 1.38 AT 43,000 FEET. THIS OVERSHOOT ON SPEED AND  
 TUDE DUE FAST ACCELERATION. FIRST AIRSTART ATTEMPT AT MACH  
 NOT SUCCESSFUL - SECOND ATTEMP SUCCESSFUL. CHECKED VOR -  
 CCESSFUL. AUTOPILOT CHECKED OK. MADE LANDING GEAR CHECKS,  
 AL AND EMERGENCY SYSTEM. INLET SYSTEMS LIGHTS CHECKED OK.  
 TANK SEQUENCING AND TRANSFERRING CHECKED OK. DUMPED FUEL OK.

~~SECRET~~

8070 (IN 65211)

PAGE TWO

CONDITIONING CHECKED - WORKED FINE FIRST HALF OF FLIGHT -  
RYED GETTING WARM AIR DURING LAST PART OF FLIGHT. PILOT HAPPY  
I ENGINE PERFORMANCE - LIKED EXCELLENT RESPONSE WHICH MAJOR  
MOVEMENT OVER J-75'S. NEXT FLIGHT SCHEDULED FOR 7 FEB.

BT

END OF MESSAGE



225Z 15 JAN 1963

~~SECRET~~

C/DD  
/

DDR  
GD  
" "  
MD  
CD  
SB  
PB  
C. J. Kearney

DIRECTOR

[Redacted]

15A (1-2-3-4-5-6-7-8-9-10)

1/C (11)

PRIORITY

IN 62564

OR: 2250Z 15 JAN 1963

PRIORITY [Redacted]

INFO

[Redacted]

7749

EXCART

1. ACFT NUMBER 122 MADE FLIGHT NUMBER 1 ON 15 JAN 63 FOR 13 MINUTES. TAKE OFF AT 0958 LOCAL TIME, GROSS WEIGHT 32,000 LBS, CG 21.3 PER CENT. PILOT [Redacted]
2. AFTERBURNER TAKE OFF AND CLIMB AT 350 KEAS TO 20,000 FT. LEVEL OFF AT 20,000 FT AND 400 KEAS, FOR ACFT SYSTEMS OPERATIONAL CHECKS. AFTERBURNER CLIMB FROM 20,000 FT TO 40,000 FT AT .9 MACH. LEVEL OFF AT 40,000 FT AND .9 MACH FOR ACFT SYSTEMS OPERATIONAL CHECK. ACFT ACCELERATED FROM .9 TO 1.2 MACH. AFTER STABILIZING AT 1.2 MACH THE COCKPIT TEMPERATURE CONTROL MALFUNCTIONED WHICH RESULTED IN NO COOLING AIR. THE ACFT RETURNED TO BASE DUMPING 6,000 LBS OF FUEL DURING THE DESCENT. LANDING AND CHUTE DEPLOYMENT WERE NORMAL. ALL ACFT SYSTEMS OPERATIONAL CHECKS WERE SATISFACTORY EXCEPT FOR THE AIR CONDITIONING SYSTEM. CAUSE OF MALFUNCTION HAS NOT BEEN DETERMINED AT THIS TIME. BOTH J-58 ENGINES OPERATED SATISFACTORILY. ACFT GOING INTO LAY-UP TO

~~SECRET~~

[REDACTED]

7749 (IN 62564)

PAGE TWO

VATE SPIKES, REPAIR AIR CONDITIONING SYSTEM AND REPLACE  
AND TURBINE INLET TRIMMER HARNESSSES OM NBR 2 ENGINE. A/R  
ENTS ARE BEING DEFERRED UNTIL [REDACTED] IS AVAILABLE.  
1 ACFT FURNISHED CHASE.

END OF MESSAGE

~~SECRET~~

FORM 10-64 (REV. 1-64)

DATE 0233Z 16 JAN 64

~~SECRET~~

1	D/Rel	9	CD
2		10	Intell
3		11	Commo
4	DD/S&T	12	SS
5	D/EA	13	RB
6	EXC	14	
7	CC	15	
8			

TO : DIRECTOR

FROM :

ACTION:

INFO : *OSA 1-15*

ROUTING	INT
<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**PRIORITY**

TOR: 0334Z 16 JAN 64

IN 58884

TO PRIORITY

INFO

CITE  3572

OX CART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT ~~ON~~ *44* ON 15 JAN 64. PILOT: SCHALK.  
 TAKE OFF AT 0917 HOURS FOR 46 MINUTES. GROSS WEIGHT: 100,000 POUNDS,  
 C.G. 21 PERCENT, TAKE OFF DISTANCE 5500 FEET, TAKE OFF SPEED:  
 209 KNOTS, PRESSURE ALTITUDE: 4100 FEET, TEMPERATURE: 28 DEGREES,  
 WIND: 320/17 KNOTS, MAXIMUM SPEED: 2.52 MACH, MAXIMUM ALTITUDE:  
 68,000 FEET. PURPOSE: INLET INVESTIGATION TO 2.5 MACH WITH ENGINE  
 SHUTDOWNS AT 1.7 MACH AND 2.2 MACH.

2. TAKE OFF, CLIMB AND ACCELERATION TO 2.5 MACH WERE GOOD.  
 NO ROUGHNESS WAS EXPERIENCED. ON SECOND ACCELERATION THE RIGHT  
 ENGINE WAS SHUTDOWN AT 1.7 MACH. ROUGHNESS DEVELOPED AND CONTINUED  
 UNTIL AIRCRAFT DECELERATED TO 1.35 MACH.  
 FIRST RE-LIGHT ATTEMPT WAS UNSUCCESSFUL. SECOND ATTEMPT WAS SUCCESS-

~~SECRET~~

IN 58884

3572

PAGE TWO

WAS NOT ATTEMPTED BECAUSE OF ROUGHNESS ENCOUNTERED DURING THE 1.7  
MACH SHUTDOWN. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.  
LAC PERSONNEL CONSIDERED FLIGHT SUCCESSFUL SINCE AIRCRAFT ATTAINED  
2.52 MACH WITHOUT ENCOUNTERING ROUGHNESS.

END OF MESSAGE

1  
11 2288 17 JAN 64

SECRET

1	
2	
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4	
5	
6	
7	
8	
<b>PRIORITY</b>	
IN 50275	

TECH / CD  
OKC / SD  
CC / DPST  
DFA / RS

TO DIRECTOR  
FROM   
ACTION:  
INFO OSA 1-15  
TOR: 9346Z 11 JAN 64

ROUTING INT	
<input checked="" type="checkbox"/>	1
<input type="checkbox"/>	2
<input type="checkbox"/>	3
<input type="checkbox"/>	4
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<input type="checkbox"/>	8
<input type="checkbox"/>	9
<input type="checkbox"/>	10

TO PRIORITY  INFO  CITE  3474

EXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 43 ON 10 JAN 64. PILOT:   
TAKE OFF AT 1101 FOR 53 MINUTES. GROSS WEIGHT: 100,000 POUNDS  
CS 21 PERCENT. TAKE OFF DISTANCE: 6300, TAKE OFF SPEED 210 KNOTS,  
PRESSURE ALTITUDE: 4300 FT, TEMPERATURE: 38 DEGREES, WIND: 330/13.  
MAXIMUM SPEED 2.35 MACH, MAXIMUM ALTITUDE: 71,000 FEET. PURPOSE:  
FIRST HIGH SPEED FLIGHT AFTER INLET SPEED BUBBLE (MICE) AND SHOCK  
TRAP AIR BLEED TO ENGINE NACELLE MODIFICATION, SPIKES AND BY-PASS  
DOORS IN AUTOMATIC.

2. TAKE OFF CLIMB AND LEVEL OFF AT 40,000 FT WERE NORMAL.  
AIRCRAFT WAS ACCELERATED ON THE 375 KEAS LINE AND AT 2.2 MACH,  
63,000 FEET, BOTH SHOCKS POPPED AND AFTERBURNERS BLEWOUT. BY-PASS  
DOORS OPEN AND SPIKES FORWARD CLEARED THE STALLS IMMEDIATELY AND THE  
AFTERBURNERS WERE RELIT. AS AIRCRAFT ACCELERATED THROUGH 2.2  
MACH FOR SECOND TIME THE RIGHT ENGINE SHOCK POPPED AGAIN.

3474. PAGE -2-

~~SECRET~~

IN 58275

TIME AIRCRAFT ACCELERATED THROUGH 2.2 MACH. FLIGHT CARD WAS  
TERMINATED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

FORM 107-1

DATE 0153 09 JAN 64

~~SECRET~~

ROUTING	
1	D/Teck
2	
3	1
4	D/S&T
5	1
6	
7	
8	
9	CD
10	SS
11	Comms
12	RB
13	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

**PRIORITY**

TOR 0232Z 09 JAN 64

PRIORITY

IN 57698

TO PRIORITY

INFO

CITE

3414

OX CART FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 42 ON 8 JAN 64. PILOT

TAKEOFF AT 1502 HOURS AREA TIME FOR ONE HOUR AND 8 MINUTES.

GROSS WEIGHT 90,000 POUNDS, CG 21 PERCENT. MAX SPEED 1.45

MACH, MAX ALTITUDE 47,000 FEET. PURPOSE FUNCTIONAL FLIGHT

TEST AFTER INLET SPEED BUBBLE (MICE) AND SHOCK TRAP AIR

BLEED TO ENGINE NACELLE MODIFICATIONS.

2. TAKEOFF, CLIMB AND LEVEL OFF AT 20,000 FEET WERE NORMAL. SYSTEMS CHECKS ACCOMPLISHED AT 20,000 FEET AND 400 KEAS.

MAX POWER CLIMB TO 40,000 FEET WHERE ADDITIONAL SYSTEMS CHECKS WERE ACCOMPLISHED. MINOR SAS AND AUTOPILOT MALFUNCTIONS

WERE ENCOUNTERED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE

NORMAL.

END OF MESSAGE

FORM 10-63

29Z 07 DEC 63

CLASSIFIED MESSAGE

~~SECRET~~

M.F. 9-55

ROUTING

1	0764	9	MJ
2		10	CS
3		11	SS
4		12	ADSM
5	OD	13	RS
6		14	
7		15	
8		16	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

TOR: 0200Z 07 DEC 63

PRIORITY

IN 53373

TO PRIORITY

INFO

CITE

2904

OX CART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 41 ON 6 DEC 63. PILOT:  TAKE OFF AT 11:42 HOURS FOR 49 MINUTES. GROSS WEIGHT 91,600 LBS, C.G. 20.2 PERCENT. MAXIMUM SPEED 2.6 MACH, MAXIMUM ALTITUDE 69,000 FT. PURPOSE: INLET INVESTIGATION.

2. TAKE OFF AND CLIMB ON 375 KEAS LINE TO POINT OF 2.6 MACH. RIGHT BY-PASS DOORS OPEN AND RIGHT THROTTLE RETARDED TO IDLE. STALLS WERE CLEARED BY MANUALLY PLACING THE RIGHT SPIKE FORWARD. DECELERATION TO 1.55 WHERE ENGINE WAS SHUT DOWN. ROUGHNESS OCCURRED BUT SMOOTHED OUT AT 1.36 AND A GOOD RE-LIGHT OBTAINED. POINT OF 1.8 MACH OBTAINED AND SAME PROCEDURE ON LEFT ENGINE ATTEMPTED. LEFT SPIKE FORWARD DID NOT CLEAR ROUGHNESS. ROUGHNESS CLEARED AT 1.3 MACH AND A GOOD RE-LIGHT OBTAINED. MACH TRIM WAS VERY POOR, REQUIRED A LARGE AMOUNT



CLASSIFIED MESSAGE

KPO, 6-59

DATE 0056Z 04 DEC 63

~~SECRET~~

ROUTING		
1	D/Tech	9 MD
2		10 CD
3		11 SS
4	DD/S&T	12 RB
5	D/FA	13
6	DD	14
7		15
8		16

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

ROUTING	INT
1	
2	
3	
4	
5	
6	
7	
8	
9	

**PRIORITY**

TOR: 0130Z 04 DEC 63

IN 5280 2

TO PRIORITY

INFO

CITE

2812

OXCART  FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 40 3 DEC 63 AT 1500 HOURS AREA TIME FOR 30 MINUTES. GROSS WEIGHT 90,000, C.G. 21 PERCENT. MAX SPEED 2.51 MACH, MAX ALTITUDE 65,000 FEET. PILOT LOU SCHALK.

2. NORMAL TAKEOFF AND CLIMB. AT M 2.51 RETARDED THROTTLE AND STALLED, ADVANCING THROTTLE CLEARED STALL.

3. AT M 2.0 RETARDED THROTTLE AND STALLED. MOVING SPIKES FORWARD AND OPENING BY-PASS DOORS DID NOT CLEAR. ENGINE FLAMED OUT AND VERY ROUGH DOWN TO M1.39. RESTARTED THEN AND RETURNED HOME.

END OF MESSAGE

CLASSIFIED MESSAGE

1570, 6-63

DATE 0002Z 28 NOV 63

~~SECRET~~

ROUTING	
1	D/Teek 9 MND
2	1 10 CD
3	11 SS
4	DD/S&T 12 RB
5	D/EA 13
6	BS 14
7	1 15
8	1 16

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR: 0055 28 NOV 63

PRIORITY

IN 52232

TO PRIORITY

INFO

CITE

2764

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLT 39 27 NOV 63. DURATION 35 MIN., T.O. TIME 1206 LOCAL. MAX SPEED M2.31, MAX ALT 63,000 FT. T.O. GROSS WEIGHT 91,000 LBS, C.G. 20 PERCENT. PILOT LOU SCHALK. PURPOSE OF FLIGHT: ENGINE SHUT DOWN AND RESTART AT HIGH MACH NUMBER.

2. AFTER TAKE OFF AIRCRAFT CLIMBED TO M2.31 AND 63,000 FT. AB'S WERE SHUT DOWN AND RIGHT THROTTLE RETARDED BUT VIOLENT STALL OCCURRED BEFORE REACHING IDLE. PILOT COULD NOT CLEAR STALL WITHOUT ADVANCING SPIKES. STALL CLEARED AND SPIKES RETURNED TO AUTOMATIC. THIS WAS TRIED AGAIN AND NO STALL OCCURRED UNTIL ENGINE WAS ACTUALLY SHUT DOWN AND THEN RIDE BECAME EXTREMELY ROUGH. SPEED APPROX M2.15 ENGINE RESTARTED BEFORE STALL CLEARED WITH SPIKES FULL FORWARD AND SPEED M1.90.

3. THE CURRENT MODIFICATIONS OF DUMPING SHOCK TRAP BLEED AIR INTO BY-PASS AREA HAS NOT PROVED TOO GOOD AND WILL PROBABLY BE SHELVED.

DATE: 2347Z 26 NOV 63

CLASSIFIED MESSAGE

~~SECRET~~

ROUTE

ROUTING

1			
2	DI Tech	9	MD
3	/	10	CD
4	DP/S&T	11	SS
5	D/EA	12	RB
6	ED	13	
7	/	14	
8		15	
		16	

TO DIRECTOR

FROM

ACTION: OSA 1-15

INFO

TIME: 0024Z 27 NOV 63

PRIORITY

PRIORITY

IN 52009

TO PRIORITY

INFO

CITE

2720

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 38 ON 26 NOV 63. PILOT: [REDACTED]  
 TAKEOFF AT 0847 HOURS FOR ONE HOUR AND TWO MINUTES. GROSS WEIGHT  
 91,000 LBS, C.G. 20.2 PERCENT. MAXIMUM SPEED 2.35 MACH, MAXIMUM  
 ALTITUDE 65,000 FT. PURPOSE: ACCELERATE ON 400 KEAS LINE TO INLET  
 ROUGHNESS, BACK-OFF TO 375 KEAS, RETARD ONE THROTTLE TO IDLE, IF  
 A STALL DID NOT DEVELOP, SHUT DOWN THE ENGINE AND ATTEMPT RELIGHT.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 65,000 FT WERE NORMAL.  
 DURING THE LEFT TURN AT 65,000 FT AND 2.35 MACH FOR RETURN TO BASE,  
 THE "L" HYDRO SYSTEM STARTED TO FLUCTUATE AND THEN THE LEFT ENGINE  
 A/B BLEW OUT. SPIKES WERE PUT TO FORWARD POSITION AND THE BY-PASS  
 DOORS WERE OPENED. INLET ROUGHNESS AND ENGINE SURGE PERSISTED UNTIL  
 ACFT DECELERATED TO 2.1 MACH, A/B WAS RELIT AT THIS POINT. WHEN  
 ACFT HAD ACCELERATED TO 2.35 MACH, THE LEFT ENGINE STALLED AGAIN.

[REDACTED] TERMINATED THE TEST CARD AND CHECKED OUT MACH HOLD AT 1.95

~~SECRET~~

[ ] 2720 (IN 52009)

PAGE TWO

THROUGH 63,000 FT AND 300 KEAS, THE LEFT ENGINE WAS RETARDED TO IDLE. AT 60,000 FT, THE RIGHT ENGINE WAS ALSO RETARDED TO IDLE. ENGINE OPERATION WAS NORMAL THROUGHOUT DESCENT. LANDING WAS NORMAL, BUT THE CHUTE FAILED TO DEPLOY. ACFT USED 6,000 FT OF OVERRUN BEFORE STOPPING.

END OF MESSAGE

CLASSIFIED MESSAGE

MFC. 8-63

DATE 0237Z 22 NOV 63

~~SECRET~~

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO DIRECTOR

FROM [ ]

ACTION: OSA 1-15

INFO :

PRIORITY

TO: 0420Z 22 NOV 63

IN 51600

TO PRIORITY [ ]

INFO [ ]

CITE [ ]

2646

OXCART FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 37 ON 21 NOV 63. PILOT [ ] TAKEOFF AT 1524 HOURS AREA TIME FOR 00:47 MINUTES. GROSS WEIGHT 90,000 POUNDS, CG 22 PERCENT. MAX SPEED: 2.64 MACH, MAX ALTITUDE 70,000 FEET. PURPOSE: EVALUATION OF 160 SQ INCH SLOTTED OPENING IN ENGINE TO NACELLE ADAPTER RING.

2. TAKEOFF, CLIMB AND CRUISE AT 2.2 MACH TO [ ] [ ] WERE NORMAL. AFTER 180 DEGREE TURN, ACFT ACCELERATED TO 2.64 MACH AND 70,000 FEET AT WHICH POINT ROUGHNESS DEVELOPED. LEFT ENGINE WAS RETARDED TO IDLE AND STALL DEVELOPED. THROTTLE ADVANCED TO MIL POWER, STALL CEASED AND SPEED INCREASED TO 2.5 MACH. LEFT THROTTLE AGAIN RETARDED TO IDLE AND STALL DEVELOPED. WHEN ACFT DECELERATED TO 1.9 MACH, ROUGHNESS CEASED. DESCENT WAS MADE FROM 64,000

END ON 100 MACH LINE WITH LEFT ENGINE IN IDLE NO

CLASSIFIED MESSAGE

MFG. 6-63

DATE 0007Z 17 NOV 63

~~SECRET~~

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO DIRECTOR

FROM [ ]

ACTION: OSA 1-15

INFO :

TOR: 0041Z 17 NOV 63

[ ]

**PRIORITY**

IN 50824

TO PRIORITY [ ] INFO [ ] CITE [ ] 2522

OXCART FLTEST OPS

NO NITE ACTION

1. ARTICLE 122 MADE FLIGHT 36 ON 16 NOV 63 (SECOND FLT OF DAY). PILOT [ ] TAKE OFF AT 12:42 HOURS FOR 56 MINUTES. GROSS WEIGHT 89,600 POUNDS. CG 21.8 PERCENT. MAXIMUM SPEED 2.45 MACH AND MAXIMUM ALTITUDE 64,000 FEET. PURPOSE: ENGINE RE-LIFHT JUST BELOW INLET BROUGHNESS SPEED (APPROX 2.4 MACH),

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 2.4 MACH WERE NORMAL. CLIMB SPEED WAS REDUCED TO 375 KEAS IN PREPARATION FOR ENGINE RELIGHT OPERATION. THE "L" HYDRALIC SYSTEM GAGE STARTED A RAPID FLUCUATION AND QUICKLY WENT TO 100 PSI. [ ] TERMINATED THE FLIGHT TEST AND RETURNED TO BASE IN MINIMUM AFTERBURNER. LANDING GEAR WAS LOWERED BY THE EMERGENCY SYSTEM. LANDING AND CHUTE DEPLOYMENT WERE NORMAL. NOSE GEAR STEERING NOT AVAILABLE DUE TO "L" HYDRO SYSTEM FAILURE AND BRAKES SEEMED VERY MARGINAL TO [ ] ACFT ROLLED OUT ON OVERRUN. [ ] SHUTDOWN BOTH ENGINES

4

CLASSIFIED MESSAGE

MFG. 6-62

DATE 2040Z 16 NOV 63

~~SECRET~~

ROUTING	
	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO DIRECTOR

FROM

ACTION: OSA 1-15

INFO :

**PRIORITY**

IN 50810

TO: 2204Z 16 NOV 63

TO PRIORITY

INFO

CITE  2517

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 35 ON 16 NOV 63. PILOT  TAKE-OFF AT 0730 HOURS FOR 36 MINUTES. GROSS WEIGHT 89,850 POUNDS. MAXIMUM SPEED 1.3 MACH, MAXIMUM ALTITUDE 42,000 FEET. PURPOSE: ACCELERATED CLIMB PERFORMANCE INVESTIGATION. SPIKES AND BY-PASS DOORS IN AUTOMATIC, 160 SQ IN SLOTTED ENGINE ADAPTER RING, SHOCK TRAP AIR BLED OVERBOARD AT BY-PASS DOOR LOUVERS.

2. TAKE-OFF AND AFTERBURNER CLIMB ON 350 KEAS LINE TO 42,000 FEET AFTER WHICH  DESCENDED TO 8,000 FEET FOR SECOND CLIMB. AIRCRAFT ACCELERATED TO 400 KEAS, .7 MACH AT 8,000 FEET.  APPLIED MAXIMUM AFTERBURNER AND ROTATED AIRCRAFT TO APPROXIMATELY 40 DEGREE ANGLE FOR CLIMB ON 400 KEAS LINE. AIRCRAFT STARTED TO ACCELERATE IMMEDIATELY AND  CUTOFF AFTERBURNER AT 440 KEAS. WHEN AIRCRAFT DECELERATED TO 400 KEAS, STILL IN 40 DEGREE PITCH ANGLE, MAXIMUM AFTERBURNER WAS REAPPLIED. CLIMB TEST WAS TERMINATED AT 400 KEAS, 1.3 MACH, 38,000 FEET.  STATED THAT CLIMB

[ ] 2517 (IN 50810)

~~SECRET~~

PAGE TWO

IS BEING READIED FOR TURNAROUND FLIGHT. TEST CARD NOT ESTABLISHED  
YET.

END OF MESSAGE.



0244Z 02 NOV 63

CLASSIFIED MESSAGE

~~SECRET~~

TO : DIRECTOR

INFO: [ ]

EXTENSION: [ ]  
CITE: OSA 1-15

TOR: 0317Z 02 NOV 63

PRIORITY

PRIORITY

IN 98722

DTECH / DTECH

DFA  
MD  
SS

CD  
DOSHT  
RB

PRIORITY [ ]

INFO [ ]

CITE [ ] 2236

OXCART FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 34 ON 1 NOV 63. PILOT [ ]  
 TAKE OFF AT 1225 HOURS [ ] TIME FOR 00:55 MINUTES. GROSS  
 WEIGHT 89,300 POUNDS. C.G. 20.0 PERCENT. MAXIMUM SPEED 2.48  
 MACH, MAXIMUM ALTITUDE 72,800 FEET. PURPOSE: ACFT PERFORMANCE  
 - TWO ACCELERATION CLIMBS, ONE ON THE 350 KEAS LINE AND ONE ON  
 THE 400 KEAS LINE, UNTIL ENCOUNTERING ROUGHNESS.

2. AFTER NORMAL TAKE OFF EXTERNAL PICTURES WERE TAKEN OF EJECTOR  
 FLAPS AT 10,000 FEET ON BOTH ACCELERATION CLIMBS. POWER WAS  
 REDUCED TO MINIMUM AB AND ACFT CRUISE CLIMBED TO 72,800 FEET ON  
 SECOND RUN. DESCENT, LANDING AND DRAG CHUTE WERE NORMAL.

3. SPIKE AND BY-PASS DOORS AUTOMATIC. SWITCHING LEFT AND  
 RIGHT SPIKE ATTITUDE PROBES DID NOT ALLEVIATE THE RIGHT SPIKE  
 HYDRO-PRESSURE FLUCTUATION PROBLEM REPORTED ON LAST FLIGHT.

DATE 0145Z 31 OCT 63

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
1	D/Tech
2	"
3	D/DIS/T
4	D/EA
5	DD
6	"

TO DIRECTOR

FROM

ACTION:

INFO

TOR: 0225Z 31 OCT 63

**PRIORITY**  
MO  
CD  
SS  
Comm  
AB

PRIORITY

IN 98238

TO PRIORITY

INFO

CITE

2161

OXCART FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 33 ON 30 OCT 63. PILOT SCHALK. TAKE OFF AT 1330 HOURS AREA TIME FOR 37 MINUTES. GROSS WEIGHT 90,500 POUNDS. CG 20.0 PERCENT. MAXIMUM SPEED 2.45 MACH, MAXIMUM ALTITUDE 66,000 FEET. PURPOSE: ACFT PERFORMANCE - RIGHT SPIKE SET ONE AND ONE-HALF INCHES AHEAD OF NORMAL SCHEDULE.

2. AFTER NORMAL TAKE OFF, CLIMB WAS ACCOMPLISHED ON THE 375 KEAS LIVE TO 66,000 FEET. AS ACFT PASSED THROUGH 2.1 MACH, SLIGHT HYDRO PRESSURE FLUCTUATIONS INDICATED RIGHT SPIKE INSTABILITY. INLET ROUGHNESS DEVELOPED AT 2.42 MACH, BUT STALLS DID NOT OCCUR. DESCENT AND LANDING WERE NORMAL. THE DRAG CHUTE FAILED TO DEPLOY (DOORS DID NOT OPEN) AND THE ACFT USED APPROXIMATELY 2,000 FEET OF OVERRUN. ACFT SCHEDULED FOR NEXT FLT AFTERNOON OF 31 OCT. THE LEFT AND RIGHT SPIKE

0225Z 25 OCT 63

CLASSIFICATION

~~SECRET~~

D/Tech

DD/S&T

D/EA

GD

11

MD

CD

SS

Comms

RD

PRIORITY

PRIORITY

TO : DIRECTOR

FROM :

ATTN: OSA 1-15

INFO :

TOR: 0221Z 25 OCT 63

IN 97308

TO PRIORITY

INFO

CITE  2032

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 32 ON 24 OCT 63. PILOT:   
 TAKE OFF AT 15:41 HOURS FOR 57 MINUTES. GROSS WEIGHT 101,350 LBS,  
 C.G. 21.8 PERCENT, TAKE OFF SPEED 200 KNOTS, TAKE OFF ROLL 7000 FT,  
 PRESSURE ALTITUDE 4300 FT, TEMPERATURE 68 DEGREES, WIND CALM.  
 MAXIMUM SPEED 2.53 MACH AND MAXIMUM ALTITUDE 71,000 FT. PURPOSE:  
 AIRCRAFT PERFORMANCE WITH 80 SQ INCH OPENINGS IN ENGINE ADAPTER  
 RINGS.

2. TAKE OFF, CLIMB AND LEVEL OFF AT 40,000 FT WERE NORMAL.  
 ACFT ACCELERATED TO 2.46 - 2.50 MACH FOR 25 MINUTES OF CRUISE AT  
 67,000 FT. ENGINE INLET ROUGHNESS EXPERIENCES AT 2.51 MACH (375  
 KEAS). DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2132Z 12 OCT 63

~~SECRET~~

ROUTED	
1	4
2	5
3	6

TO DIRECTOR

FROM

ACTION: OSA 1 15

INFO

TOR: 2206Z 12 OCT 63

**PRIORITY**

PRIORITY

IN 95467

VO

PRIORITY

INFO

CITE

1791

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 31 ON 12 OCT 63. (SECOND FLIGHT OF DAY). PILOT SCHALK. TAKE OFF AT 1120 HOURS FOR 27 MINUTES. GROSS WEIGHT 87,000 LBS, C.G. 23 PERCENT. MAXIMUM SPEED 1.2 MACH, MAXIMUM ALTITUDE 39,000 FT. PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. TAKE OFF, CLIMB, AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE RUN WAS MADE AT MAXIMUM POWER 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93 MACH AT WHICH POINT THE AIRCRAFT BECAME POWER LIMITED. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. THE TERTIARY DOORS WERE FREE SWINGING ON THIS FLIGHT;  
OTHERWISE, THIS FLIGHT WAS THE SAME AS NBR 30. THE PILOT STATED  
THAT HE COULD NOT TELL ANY DIFFERENCE BETWEEN TERTIARY DOORS BLOCKED  
 OPEN AND FREE SWINGING.

2

CLASSIFIED MESSAGE

DATE 2130Z 12 OCT 63

~~SECRET~~

ROUTING	
1	5
2	6
3	8

TO DIRECTOR

FROM

ACTION: OSA 1 15

INFO:

FOR: 2206Z 12 OCT 63

**PRIORITY**  
PRIORITY

IN 95466

TO PRIORITY

INFO

CITE  1798

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 30 ON 12 OCT 63. PILOT: SCHALK. TAKE OFF AT 0740 HOURS FOR 26 MINUTES. GROSS WEIGHT 87,000 LBS, C.G. 23 PERCENT. MAXIMUM SPEED 1.2 MACH, MAXIMUM ALTITUDE 39,000 FT. PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. TAKE OFF, CLIMB, AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE RUN WAS MADE AT MAXIMUM POWER 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93 MACH AT WHICH POINT THE AIRCRAFT BECAME POWER LIMITED. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. THE TERTIARY DOORS WERE BLOCKED OPEN FOR THIS FLIGHT. THE AIRCRAFT IS SCHEDULED FOR A SECOND FLIGHT TODAY, DUPLICATING THE FIRST FLIGHTS CARD, EXCEPT THAT THE TERTIARY DOORS WILL BE FREE SWINGING.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0245Z 11 OCT 1963

~~SECRET~~

ROUTING	
2	D/tech
3	DDISST
	D/FA
	BD
	11
	11
	4-110
	CD
	SS
	Comms
	RB
PRIORITY	
PRIORITY	
IN 95166	

TO : DIRECTOR  
 FROM :   
 ACTION: OSA 1 - 15  
 INFO :

TOR: 0441Z 11 OCT 1963

TO PRIORITY  INFO  CITE  1750

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 29 ON 10 OCT 63 (SECOND FLIGHT OF DAY). PILOT  TAKE OFF AT 1227 HOURS FOR 57 MINUTES. GROSS WEIGHT 85,400 LBS, C.G. 21.8 PERCENT. MAXIMUM SPEED 1.55 MACH, MAXIMUM ALTITUDE 44,500 FT. PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. ENGINES WERE TRIMMED TO 775 DEGREES BEFORE TAKE OFF AND WERE NOT TOUCHED FOR REMAINDER OF FLIGHT. TAKE OFF CLIMB AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE RUN WAS MADE AT MAXIMUM POWER, 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93 MACH AT WHICH TIME ACFT WAS POWER LIMITED. ON RETURN TO  THE PILOT ACCELERATED TO 1.55 MACH AND 44,500 FT TO BURN FUEL, REDUCE WEIGHT AND BE AT PROPER ALTITUDE IN THE SPECIAL OPERATING AREA. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

SECRET  
[ ] 1750 (IN 85166)

PAGE TWO

DURING CRUISE CONDITIONS. THE ACFT IS SCHEDULED FOR ANOTHER  
TRANSONIC SPEED FLIGHT ON 11 OCT 63. AN ATTEMPT WILL BE MADE TO  
DUPLICATE ALL CONDITIONS OF THIS FLIGHT, EXCEPT THAT THE TERTIARY  
DOORS WILL BE BLOCKED OPEN.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE: 2011Z 10 OCT 63

~~SECRET~~

DI Tech 1 DD/S&T  
D/FA  
CD

TO: DIRECTOR

FROM:

RCNOV: OSA 1 15

INFO:

TOR: 2041Z 10 OCT 63

PRIORITY  
PRIORITY  
RB

IN 95075

PRIO: PRIORITY

REF:

CITE:

1729

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 28 ON 10 OCT 63. PILOT: [REDACTED]  
 TAKE OFF AT 0815 HOURS FOR 1 HOUR AND 23 MINUTES. GROSS WEIGHT:  
 107,500 LBS, C.O. 21.45 PERCENT. PRESSURE ALTITUDE 4,235,  
 TEMPERATURE 49 DEGREES F. TAKE OFF DISTANCE 6,900 FT, TAKE OFF  
 SPEED 203 KNOTS, WIND CALM. MAXIMUM SPEED 2.55 MACH, MAXIMUM  
 ALTITUDE 72,000 FT. PURPOSE: HEAT SOAK AND INLET ROUGHNESS  
 INVESTIGATION.

2. TAKE OFF CLIMB AND LEVEL OFF AT 40,000 FT AND .9 MACH  
 WERE NORMAL. SPIKE AND BY-PASS DOOR CONTROLS WERE IN AUTOMATIC  
 AT START OF ACCELERATION RUN. AS ACFT PASSED THROUGH 1.89 MACH,  
 HYDRO PRESSURE FLUCTUATIONS INDICATED THAT THE RIGHT SPIKE WAS  
 MOVING IN AND OUT VERY RAPIDLY. AIRCRAFT SHAKING AND YAW MOVEMENTS  
 CONFIRMED RIGHT SPIKE MALFUNCTION. THE RIGHT SPIKE CONTROL WAS  
 PLACED IN MANUAL FORWARD AND THE BY-PASS DOORS WERE PLACED IN  
 MANUAL OPEN. THESE ACTIONS ELIMINATED THE SHAKE, BUT YAW WAS



CLASSIFIED MESSAGE

DATE 2110Z 08 OCT 63

~~SECRET~~

1	D/Tech	4	DD/S&T
2	1	5	D/EA
3		6	RD

TO , DIRECTOR

FROM :

ACTION:

INFO :

*OSA 1-15*

**PRIORITY**  
MD  
SS  
RB

TOR 2144Z 08 OCT 63

IN 94635

TO PRIORITY [ ] INFO [ ] CITE [ ] 1680  
OXCART [ ] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 27, 8 OCT 1963, DURATION 47 MIN, TAKE OFF TIME 1000 LOCAL. GROSS WEIGHT 100,000 LBS. CG 21.8 PER CENT, TAKE OFF SPEED 202 KN., TEMP 60 DEGREES, WIND CALM. MAX SPEED M 2.14, MAX ALT 60,500 FT., PILOT LOU SHALK. PURPOSE OF FLIGHT: ROUGHNESS AT HIGH SPEED INVESTIGATION, NEW RIGHT HAND SPIKE CONTROL INSTALLED.

2. NORMAL TAKE OFF, CLIMB AND ACCELERATION TO M 1.55 AND 45,000 FT WHERE SPIKE NORMALLY BEGINS PROGRAM. AT THIS POINT THE SPIKE BEGAN TO FLUCTUATE BADLY AND LOU COULD FEEL IT SHAKING ENTIRE AIRCRAFT IN YAW. HYDRO PRESSURE FLUCTUATIONS VARIED FROM 500 PSI TO 2500 PSI. ARTICLE CONTINUED TO ACCELERATE TO M 1.94 AND 57,000 WHERE LOU PUT SPIKES ON MANUAL AND THIS STOPPED THE INTERMITTANT FLUCTUATIONS AND SHAKE. AT THIS POINT HE ELECTED TO RETURN HOME, PARTICULARLY SINCE THE WEATHER WAS CLOSING IN RAPIDLY. HE ACCEL-

[REDACTED] 1715 04P 14 ~~SECRET~~ 00070

RIGHT ENGINES. THE ACFT MADE A 100 DEGREE TURN AT [REDACTED]  
[REDACTED] AND ACCELERATED TO 2.05 MACH FOR THE RETURN LEG TO [REDACTED]  
THE ACFT PASSED OVER [REDACTED] AT 0.95 MACH AND 72,000 FT. DESCENT,  
LANDING, AND CRUISE DEPLOYMENT OPERATIONS.

3. THE PILOT REPORTS FUEL LEFT ACTION, SPEED, AND B-PASS  
DOOR OPERATION WERE ANOMALOUS. B-PASS DOOR WOULD NOT OPEN AND B-PASS  
DOOR PROBLEMS WERE THE SAME AS REPORTED IN PAST. AUTO-PILOT  
OPERATION WAS GOOD ON CLIMB AND HOLDING HOLD BUT HOLD HOLD  
WAS TOO SENSITIVE. THE PILOT REPORTED THAT SUN REFLECTIONS IN  
THE COCKPIT MADE IT DIFFICULT TO READ INSTRUMENTS. HE  
WAS FORCED TO USE ONE HAND AS A SUN SHIELD. HE RECOMMENDS  
DEVELOPMENT OF HELMET VISION OR SUN SHADE FOR THE CANOPY. THE  
AIRCRAFT IS NOW SCHEDULED FOR TWO MORE FLIGHTS TODAY. BOTH ARE  
IN THE .7 TO 1.2 MACH RANGE, 37,000 FT TO INVESTIGATE TERTIARY  
DOOR AND EJECTOR FLAP OPERATION.

END OF MESSAGE

~~SECRET~~

IN 94479  1656

PAGE 2

ATIME IN TURN AT NORTH END OF ROUTE. O.K. AFTER LEVEL OFF ON SOUTH HEADING. ACFT EXPERIENCED UNUSUAL YAW DUE TO DIFFERENCE IN ENGINE ASYMEITRY CAUSED BY HIGH FUEL FLOW IN LEFT ENGINE IN MILITARY POWER RANGE. O.K. OUT OF MEL RANGE. WHEN MACH HOLD UTILIZED INTRODUCED 1.5G ACCELERATION IN CLIMB RATHER THAN HOLDING DESIRED MACH IN LEVEL FLIGHT. RESULTED IN HIGH EGT READINGS REQUIRING TRIMMING DOWN BOTH ENGINES.

ANTICIPATED ENGINE INLET ROUGHNESS AT ANY SPEED BEYOND 2.4 MACH;  
HOWEVER, ACTUAL ROUGHNESS EXPERIENCED WAS OF SUCH LOW MAGNITUDE  
IT MORE CLOSELY RESEMBLED A CHARACTERISTIC BUZZ. THE EXPECTED ROUGHNESS DID NOT APPEAR AT MAXIMUM SPEED END OF SPEED RUN. RELITE WAS SATISFACTORY. AUTO-PILOT CHECKED OUT DURING TEST EXCEPT FOR DIFFICULTY MENTIONED IN MACH HOLD. ROUTINE DESCENT, APPROACH AND LANDING MADE WITH NORMAL CHUTE DEPLOYMENT AND JETTISON. POSTFLIGHT REVEALED LITTLE DAMAGE TO EJECTOR FLAPS AS COMPARED TO PREVIOUS FLIGHTS IN THIS ENVIRONMENT.

END OF MESSAGE

2542Z 07 OCT 63

SECRET

D/Tech  
1  
DD/S&T  
D/LFA  
CD  
ii  
MD  
CD  
SS  
Commo  
RB  
**PRIORITY**  
PRIORITY

DIRECTOR

[ ]

OSA 1-15

[ ]

708 0617Z 05 OCT 63

IN 94476

PRIORITY [ ]

[ ]

[ ] 1656

OXCART FLIEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 26 ON 7 OCT 63. PILOT: [ ]  
[ ] TAKE OFF AT 1200 HOURS [ ] TIME FOR ONE HOUR AND TEN  
MINUTES. GROSS WEIGHT 106,500 POUNDS, C.G. 24.1 PERCENT,  
PRESSURE ALTITUDE 4148 FEET, TEMPERATURE 74 DEGREES F.  
TAKEOFF ROLL 6850 FEET. COMPUTED AND ESTIMATED ACTUAL TAKE-  
OFF SPEED 198 KNOTS WITH ROTATION AT 181 KNOTS WIND LIGHT  
AND VARIABLE. MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 71,500  
FEET TO 72,000 FEET. PURPOSE: HEAT SOAK AND ENGINE INLET  
PROBE ROUGHNESS TEST.

2. AB TAKEOFF TO 10,000 FEET, OUT OF BURNER FOR LEVEL  
FLT UNDER TUNNEL, THEN AB CLIMB AT 350 KEAS TO .9 MACH THEN  
.9 MACH CLIMB TO 40,000 FEET WHERE LEVEL OFF AND ACCELERATION  
BEGIN. REQUIRED DIVING TO 35,000 FOR DESIRED SUPERSONIC FLT.

~~SECRET~~

1620 (IN 94638)

PAGE TWO

3. THE RIGHT HAND SPIKE CONTROL SYSTEM IS BEING CHECKED THIS AFTERNOON FOR THE PROBLEM.

4. NEW SUBJECT: THE REWORKED PARACHUTE WITH NEW SHOULDER STRAPS AND 3/4 INCH THINNER PACK WAS TRIED BY LOU SHALK AND HE SAYS ITS A GREAT IMPROVEMENT OVER THE PRESENT ONE. GOOD SHOULDER MOBILITY, GREAT DEAL MORE COMFORT.

5. NEW SUBJECT: DUE TO BRITTLE ROD END BALL BEARINGS 22 OF THEM MUST BE REPLACED ON EACH OF AIRCRAFTS 127, 128, AND 129, AND WILL BE DOWN THE REST OF THE WEEK.

6. NEW SUBJECT: DUE TO DETERIORATING WEATHER CONDITIONS THERE WILL PROBABLY BE NO MORE FLYING TODAY 8 OCT. 1963.

END OF MESSAGE

DATE 0038Z 24 SEP 63

~~SECRET~~

1	2	3	4
			OP

TO DIRECTOR

FROM

ACTION

DSA 1-15

INFO

TOR 0230Z 14 SEP 63

D/FA  
CD  
SD  
TD  
SB  
RB

PRIORITY

IN 92361

TO PRIORITY

INFO

CITE

1393

OXCARD OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 25 ON 23 SEP 63. PILOT: [ ] TAKE OFF AT 13:56 HOURS FOR 1 HOUR AND 11 MINUTES. GROSS WEIGHT 103,000 LBS, CG 19 PERCENT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 79 DEGREES F., TAKE OFF ROLL 6900 FT, TAKE OFF SPEED 200 KNOTS, WIND 3 TO 4 KNOTS, VARIABLE. MAXIMUM SPEED 2.43 MACH, MAXIMUM ALTITUDE 73,000 FT. PURPOSE: HEAT SOAK.

2. TAKE OFF, CLIMB, AND ACCELERATION TO 2.43 MACH WERE NORMAL. RIGHT ENGINE STALLED WHEN ACFT WAS AT APPROXIMATELY 67,000 FT. STALL CLEARED AND AFTERBURNER RELIT WITHOUT DIFFICULTY. MAJORITY OF FLIGHT WAS AT 2.35 MACH. DESCENT AND LANDING NORMAL, BUT CHUTE DID NOT DEPLOY. CHUTE DOORS FAILED TO OPEN. SPIKES AND BY-PASS DOORS WERE IN AUTOMATIC. SAS WORKED WELL. AUTOPILOT USED IN MACH HOLD MODE AT 2.35 MACH AND WORKED SATISFACTORILY.

CLASSIFIED MESSAGE

DATE 0036Z 11 SEP 63

~~SECRET~~

ROUTING	
1	D/Teach
2	D/Teach
3	DDISAT
4	D/EA
5	O-D
6	M/D
7	C/D
8	Commo
9	SS
10	RB

**PRIORITY**

PRIORITY

TO DIRECTOR

FROM [ ]

ACTION:

REF: OSA 1-15

TOR: 0117Z 11 SEP 63

IN 90773

TO PRIORITY [ ] INFO [ ] CITE [ ] 1185

OXCART [ ] OPS FLTEST

- AIRC 122 MADE FLT 24 ON 10 SEP 63. PILOT: [ ]  
ENDURANCE 1 HR 12 MINUTES, TAKEOFF TIME 10:35 LOCAL. GROSS WEIGHT 101,950 LBS, C.G. 21.9 PERCENT. TAKEOFF DISTANCE 6,500 FT. MAX SPEED M 2.4, MAX ALTITUDE 72,000 FT. PURPOSE OF FLIGHT: HEAT SOAK AT MACH NUMBER JUST BELOW ENGINE STALL AT HIGH ALTITUDE.
- MAJORITY OF FLIGHT WAS MADE AT M 2.37 AT 70,000 FT. 46 MINUTES ABOVE M 2.0 AND 50,000 FT, 35 MINUTES M 2.37. HAD AB BLOWOUT AT M 2.4 JUST LIKE YESTERDAY.
- PILOT WENT NORTH TO [ ] IN [ ] AND ON RETURN TO HOME BASE HAD 16,000 LBS FUEL REMAINING, SO MADE ANOTHER LOOP TO [ ]
- SUIT PRESSURIZATION AND COOLING O.K. SAS SATISFACTORY.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2317Z 09 SEP 63

~~SECRET~~

ROUTING

1	4
2	5
3	6

IMMEDIATE

TO DIRECTOR

FROM

ACTION: OSA 1 15

INFO :

IMMEDIATE

TOR: 0001Z 10 SEP 63

IN 90592

TO

IMMEDIATE

INFO

CITE

1163

OXCART  FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 23, 9 SEP 63. PILOT   
 DURATION 57 MINUTES, TAKEOFF TIME 1000 HOURS  TIME. GROSS  
 WEIGHT, 95,800 POUNDS, CG 22.9 PERCENT. MAXIMUM SPEED M 2.42,  
 MAXIMUM ALTITUDE 75,800 FEET. PURPOSE OF FLIGHT: TO CLIMB  
 AT 400 KEAS UNTIL ROUGHNESS OR ENGINE STALL OCCUR AND THEN  
 BACK OFF AND CLIMB AT THAT MACH NUMBER UNTIL ENGINE STALL.

2. AIRCRAFT CONFIGURATION WAS FULLY AUTOMATIC INLET  
 CONTROLS, SUPERFAST TRIMMERS, ENGINES TRIMMED DURING PRE-  
 FLIGHT TIE DOWN GROUND RUNS. ENGINES WERE NUMBER 213 AND  
 NUMBER 216 REWORKED TO 31.5 K, WITH LATEST AB LINERS, FINE  
 HONEYCOMB, NEXT TO LATEST FUEL CONTROLS SET RICH, CLOCK  
 SPRINGS ON THE THROTTLES.

3. TAKEOFF WAS NORMAL FOLLOWED BY CLIMB AT 400 KEAS TO



ENGINE KEPT RUNNING AND AFTER BACKING OFF TO M 2.3 THE AB WAS RELIT AND FLIGHT PROCEEDED. HE THEN CLIMBED AT A STEADY M 2.38 TO 75800 WHERE IN A TURN IN A 30 DEGREE BANK THE RIGHT AB FLAMED OUT DUE TO LOW KEAS (NOT A BLOWOUT). PILOT THEN ELECTED TO RETURN TO HOME.

4. TIME ABOVE M 2.0 AND 50,000 FEET WAS APPROXIMATELY 30 MINUTES WHICH IS LONGEST TO DATE. PILOT STATED THAT EVEN THOUGH AIR CONDITIONING WAS SET UP TO FULL COLD HE BECAME VERY WARM AND UNCOMFORTABLE.

5. DURING FLIGHT TRIMMERS WERE USED TWICE ONCE JUST AFTER TAKEOFF FOR A SLIGHT ADJUSTMENT AND LATER DURING M 2.0 PLUS FLIGHT TO EVEN UP RPM OF BOTH ENGINES AT 7250. SUPERFAST TRIMMERS WORKED EXCELLENTLY.

6. PRELIMINARY INSPECTION OF LATEST AB LINERS SHOWED THEM TO BE OK. TAIL FLAPS OF RIGHT ENGINE DAMAGED IN USUAL FASHION.

7. LANDING WAS NORMAL BUT CHUTE FAILED TO DEPLOY UNTIL ACFT WAS STOPPED BY BRAKING.

8. FOR TOMORROWS FLIGHT 10 SEP 63 THE EJECTOR FLAPS WILL BE PERMANENTLY FIXED WIDE OPEN BY STEEL RINGS IN AN ATTEMPT TO ELIMINATE ANOTHER FLEXIBLE UNKNOWN FROM THE SYSTEM.

9. ARTICLE 121 IS BEING MODIFIED FOR THE NEXT FLIGHT 11 SEP. THEY ARE REPLACING THE INLET BY-PASS DOOR TUBES WITH ONE-EIGHTH

1163 PAGE 3

~~SECRET~~

IN 90592

DUMPING THE BY-PASS AIR DOWN AROUND ENGINE AS SECONDARY FLOW. SINCE THIS WILL BE INSUFFICIENT THEY WILL ALSO LEAVE THE OPENINGS IN THE ENGINE ADAPTOR RING AS IS. THERE WILL BE NO CHANGE MADE TO THE SHOCK TRAP BLEED DUMPS AT THIS TIME. THEY ARE AT THIS MOMENT CHANGING ENGINES TO REPLACE THE ONE THAT DAMAGED THE AB LINER ON 7 SEP.

10. WE HAVE AN IMPASSE ON THE ENGINES AT THIS TIME WITH THE TWO ON NUMBER 121 HAVING THE LATEST HONEYCOMB BUT THE OLD AB LINERS AND THE TWO ON NUMBER 122 HAVING THE OLD HONEYCOMB BUT THE LATEST AB LINERS.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0250Z 23 AUG 63

~~SECRET~~

1	DTech	4	OP
2		3	
3		6	
		SS MD DFA IDENT OP RB	
PRIORITY			

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR: 0343Z 23 AUG 63

IN 88330

TO PRITY

INFO

CITE

0895

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 22 ON 22 AUG 63. PILOT:   
 TAKE OFF AT 1620 HOURS FOR 55 MINUTES. GROSS WEIGHT 98,000 LBS,  
 C.G. 21 PERCENT. MAXIMUM SPEED 1.6 MACH, MAXIMUM ALTITUDE 61,000  
 FT. PURPOSE: HEAT SOAK.

2. A/B TAKE OFF AND CLIMB TO 15,000 FT. LEVELED OFF AT 15,000  
 AND PROCEEDED THROUGH "TUNNEL" TO SOUTH EDGE OF   
 FULL A/B AND CLIMB ON 400 KEAS LINE TO 40,000 FT. STARTED ACCELER-  
 ATION RUN MAKING TURN TO SOUTH AT  THE PILOT'S SUIT VENT HOSE  
 BECAME DISCONNECTED DURING TURN. AFTER HOOKING UP SUIT VENT,  
 PILOT CONTINUED ACCELERATION RUN TO 1.6 MACH AND 61,000 FT. COULD  
 NOT ATTAIN SPEED OF 2. PLUS MACH BECAUSE PILOT COULD NOT KEEP RIGHT  
 ENGINE EGT FROM RISING ABOVE 805 DEGREES.

3. PILOT STATED THAT SOME TYPE OF CHAIN, LANYARD ETC, SHOULD  
 BE ATTACHED TO SUIT VENT HOSE AND SUIT. WHEN HOSE BECOMES DIS-

[ ] 0895 (IN 88330)

~~SECRET~~ PAGE TWO

[ ] FLIGHT RESTRICTIONS WHICH BECAME EFFECTIVE ON 21 AUG ARE VERY  
RESTRICTIVE AND HAMPER FLIGHT TEST OPERATIONS. ACFT TENTATIVELY  
SCHEDULED FOR 26 AUG.

END OF MESSAGE

2244Z 20 AUG 63

~~SECRET~~

DTE-4

00

DIRECTOR

OSA1-15

ROUTINE

DFA  
CO  
DOST  
SD  
SS  
RB

FOR 0017Z 21 AUG 63

IN 87985

JOHN PARANGOSKY FROM

SUMMATION OF FLIGHTS ABOVE MACH NUMBERS:

ABOVE	1.5	2.0	2.5	3.0
FLIGHTS	56	33	10	1
TIME	13:54	6:46	1:45	1:01

ABOVE DATA AS OF AUG. 17, 1963.

MAX. SUPERSONIC DURATION <sup>of an X-47 flight:</sup> WAS 47 MIN. ON FLIGHT 20,

SERIAL 122, ON AUG. 16, 1963.

END OF MESSAGE

Max supersonic duration of an X-47 flight above MACH 2 :

Above Mach 2

Above Mach -

CLASSIFIED MESSAGE

DATE 1828Z 16 AUGUST 63

~~SECRET~~

ROUTING			
1	DTECH	4	DTECH
2	/	5	OP
3		6	
11 CD PD OFA DSSW ES RB			
OPERATIONAL IMMEDIATE			
			IN 87597

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :  
TOR: 1908Z 16 AUGUST 63

TO OPIM  INFO  CITE  0787

OXCART  FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 20 16 AUGUST 63. PILOT
- T. 0. GROSS WEIGHT 95,000 POUNDS, CG 21.9 PERCENT. DURATION ONE HOUR AND ONE MINUTE. TAKEOFF TIME 0725 HOURS  TIME. MAXIMUM SPEED M. 2.36, MAXIMUM ALTITUDE 75,150 FEET. 32 MINUTES ABOVE M 2.3. PURPOSE OF FLIGHT WAS INVESTIGATION OF ENGINE STALLING IN TURN AND EXTENDED HEAT SOAK TIME ABOVE M 2.3. CONFIGURATION WAS 31.5K ENGINES, SUPERFAST TRIMMERS AND FULLY AUTOMATIC SPIKE AND DOOR CONTROLS.
2. TAKEOFF MADE IN A9 FOLLOWED BY CLIMB TO 40,000 FEET. ARTICLE THEN ACCELERATED AT 375 KEAS TO M 2.3 WHICH WAS THEN HELD FOR REMAINDER OF FLIGHT. FULL A9 WAS MAINTAINED AND MACH NUMBER HELD BY CLIMBING.
3. FLIGHT PROCEEDED NORTH 650 MILES WHERE A RIGHT TURN

~~SECRET~~

IN 87597

[ ] 0787

PAGE TWO

WITH NO SPIKE FLUCTUATION. THERE WERE SLIGHT FLUCTUATIONS OF THE RIGHT SPIKE BUT NOTHING SIGNIFICANT. DURING THE TURN G LOAD WAS VARIED BETWEEN 1.0 AND 1.8 WITH NOTHING SIGNIFICANT APPEARING.

4. HE COMPLETED TURN AND WAS STRAIGHT AND LEVEL FOR HOME BASE AT [ ] HE WAS AT 70,000 FEET, M. 2.3 AND HAD 14,000 POUNDS FUEL REMAINING. AT [ ] 8,000 POUNDS REMAINED, SO HE CAME OUT OF AB, MADE A TURN OVER BASE DESCENDED AND LANDED. LANDING NORMAL, GOOD CHUTE.

5. [ ] STATED THAT HE HAD TO TRIM EGT CONTINUALLY EVEN WITH FAST TRIMMERS. HE FEELS AUTO TRIM IS HIGHLY DESIRABLE. LAC HAS COMPLETED THEIR TEST STAND TESTS OF THE AUTO TRIM DEVICE AND IT LOOKS SATISFACTORY. THEY ARE PROCEEDING TO GET A SET READY FOR ARTICLE 121.

6. THERE IS NO SCHEDULE FOR NEXT FLIGHT AS YET.

END OF MESSAGE

DATE 2049Z 22 JUL 63

~~SECRET~~

DI Tech 1  
 DIFA  
 DAD/OSA  
 RB

**PRIORITY**

PRIORITY

IN R4246

TO DIRECTOR

FROM [ ]

INFO: OSA 1-15

FOR: 2226Z 22 JUL 63

[ ]

TO PRITY [ ]

INFO [ ]

DATE [ ] 7405

OXCART

TO JOHN PARANGOSKY FROM KELLY JOHNSON

REF: [ ] 0401

DAMAGE TO AIRCRAFT 122 BEING EVALUATED. WILL FURNISH TIME ESTIMATE FOR REPAIR ASAP. CAUSE OF ACCIDENT WAS PILOT ERROR IN NOT CLOSING ENGINE BYPASS SYSTEM MANUALLY AFTER RUNUP FOR TAKEOFF. THIS AIRCRAFT ONLY ONE WITH MANUAL CONTROL TO OPERATE BYPASS. IT HAS BEEN TESTING OPTIMUM MACH NUMBER FOR BYPASS FUNCTIONING AS PART OF ENGINE TEST PROGRAM. ENGINE STALL DEVELOPED ON TAKEOFF.

END OF MESSAGE



8305Z 15 JUL 63

TO DIRECTOR

INFO: [REDACTED]

REF: [REDACTED]

INFO: OSA 1-15

FOR 0406Z 18 JUL 63

DTECH 1

OP

CPS  
CD  
MP  
SS  
DOK  
RB

**PRIORITY**

PRIORITY

IN 83694

INFO: PRIORITY [REDACTED] [REDACTED] [REDACTED] 0340

OXCAR [REDACTED] FLTEST OPS

NO NIGHT ACTION

1. AIRC 122 MADE FLT 18, 17 JUL 63. DURATION 41 MINUTES, T.O. 1405Z, LANDING 1446Z. PILOT: LOU SCHALK. T.O. GROSS WT 95,000 LBS, C.G. 21.5 PER CENT. PURPOSE OF FLIGHT: ENVELOPE EXTENSION WITH MANUAL ENGINE BLEED CONTROL ON RIGHT ENGINE (31.5%) AND AUTOMATIC ON LEFT ENGINE (30%). BOTH ENGINES WITH MANUAL BY PASS DOOR CONTROLS. MEDIUM SPEED TRIMMERS.

2. MAXIMUM SPEED REACHED WAS M 2.6 AND MAXIMUM ALT 67,000 FT.

3. PILOT REPORTS PLENTY OF EGT TRIM THROUGHOUT FLIGHT BUT HAD RPM DROOP ON LEFT ENGINE (6700). HE KEPT BLEEDS CLOSED UP TO M 2.4 AND HIS ACCELERATION WAS EXCELLENT REACHING MACH 2.5 WITH 18,000 LBS OF FUEL REMAINING.

4. HOWEVER, OPENING AND CLOSING OF MANUAL BY PASS DOORS HAD LITTLE EFFECT ON THE ROUGHNESS WHICH STARTED AT M 2.13 AND CONTINUED THROUGHOUT. THE ONLY IMPROVEMENT NOTED WAS EVERY TIME HE BROUGHT

CLASSIFIED MESSAGE

DATE 0013Z 12 JUL 63

~~SECRET~~

ROUTING		
1	DTECH	4 0-1
2		5
3		6

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR 0045Z 12 JUL 63

**PRIORITY**

PRIORITY

IN 82987

DD  
DIR  
MO  
SS  
CRS  
DFA  
RB

TO PRITY

INFO

CITE

0254

OXCART FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 17 ON 11 JULY 63. TAKE OFF AT 12:44 HOURS LOCAL FOR 43 MINUTES. GROSS WEIGHT 91,000 LBS AND CG 21.8 PERCENT. PILOT: [ ] PURPOSE OF FLIGHT: ENVELOPE EXTENSION WITH MANUAL BY-PASS DOOR CLOSURE ABOVE 2.6 MACH.

2. LEFT AND RIGHT ENGINES WERE TRIMMED AT TAKE OFF POSITION TO 774 DEGREES EGT. PRIOR TO BRAKE RELEASE, THE ENGINES WERE TRIMMED DOWN TO 740 DEGREES EGT ON THE ADVICE OF CHASE PILOT - LOU SCHALK. SCHALK RECOMMENDED THIS ACTION SINCE HE HAD EXPERIENCED A NEAR OVER-TEMP CONDITION ON THE PREVIOUS DAY'S FLIGHT. A/B TAKE OFF AND CLIMB ON THE 350 KEAS/.92 MACH LINE TO LEVEL OFF AT 40,000 FT AND 375 KEAS. ACFT ACCELERATED FROM 1.5 TO 2.1 MACH WITHOUT INCIDENT (BY-PASS DOORS OPEN 2 INCHES). ACFT WOULD NOT ACCELERATE PAST 2.25 MACH. THEREFORE PILOT DECIDED

IN 82987



0254

~~SECRET~~

PAGE TWO

PILOT REALIZED THAT THE SPIKES HAD BEEN LEFT IN FORWARD POSITION THROUGHOUT FLIGHT. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL. MAX SPEED AND ALTITUDE ATTAINED WERE 2.25 MACH AND 61,500 FT. AFTER FLIGHT INSPECTION REVEALED A CRACKED RIGHT AFTERBURNER LINER. ACFT NOW LAID UP FOR RIGHT ENGINE CHANGE. PLANNING TO INSTALL ENGINE NBR 222. ESTIMATE ACFT READY FOR FLIGHT 15 JULY 63.

END OF MESSAGE

0238Z 22 JUN 63

~~SECRET~~

DTECH  
 2  
 3  
 5  
 6  
 OF  
 DFA  
 MD  
 SS  
 SP  
 CD  
 CPS  
 DPA  
 RB  
**PRIORITY**  
 PRIORITY  
 IN 80779

TO : DIRECTOR

FROM : [ ]

ACTION: OSA (1-15)

INFO : S/C (16)

FOR 0301Z 22 JUN 63

TO PRITY [ ]

INFO [ ]

CITE [ ] 9996

OXCART FLTEST

NO NIGHT ACTION

1. ACFT 122 MADE FLIGHT 15, TEST 41 ON 21 JUNE 63. TAKE OFF AT 1612L TIME FOR 46 MINUTES DURATION. PILOT [ ] TAKE OFF GROSS WEIGHT 93,000 LBS CG 22.0 PERCENT. PURPOSE OF FLT: SPEED EXTENSION AND PRESSURE SUIT CHECKOUT FOR [ ]
2. ON PRIOR TO TAKE OFF ENGINE TRIM, LEFT ENGINE WENT INTO A/B BEFORE POWER LEVER PASSED A/B CAM, ALSO VERY SLOW TO TRIM WHEN A/B WAS CUT. RIGHT ENGINE TRIM WAS SATISFACTORY. PILOT MADE A/B TAKE OFF AND CLIMB ON 350 KEAS LINE LEVELLING AT 40,000 FT AND .9 MACH. PILOT STARTED ACCELERATION BUT AUTOPILOT DROVE TO FULL DOWN TRIM. AUTO PILOT WAS DISENGAGED AND ACCELERATION WAS CONTINUED. LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING AT 1.9 MACH. LIGHT REMAINED ON AS ACFT REACHED 2.2 MACH AND 62,000 FT. LEFT A/B WAS CUT OFF AND HIGH TEMP LIGHT WENT OUT. BOTH ENGINES WERE PLACED IN MILITARY POWER AND ACFT STOOD BY.

~~SECRET~~

9996 (IN 80779)

PAGE TWO

RELIT AND LEFT SIDE HIGH TEMP LIGHT CAME ON. LIGHT AGAIN WENT OUT WHEN LEFT A/B WAS CUT OFF. DESCENT CONTINUED AT REDUCED POWER AND ON DOWNWIND LEG, THE LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING. SCAN POSITION PLACED ON POSITION 1 AND LIGHT REMAINED ON UNTIL ENGINE WAS CUT AFTER LANDING. LANDING AND CHUTE DEPLOYMENT NORMAL. PILOT HAD DIFFICULTY TRIMMING LEFT ENGINE THROUGHOUT FLIGHT. SPIKE CONTROLS WORKED SATISFACTORILY BUT RIGHT BY-PASS DOORS WOULD NOT CLOSE. PRELIMINARY AFTER FLIGHT INSPECTION REVEALED NO SIGNS OF EXCESSIVE HEAT ON LEFT SIDE, SO ASSUME HIGH TEMP LIGHT ILLUMINATION IS AN ELECTRICAL PROBLEM.

2. ACFT 125 JUST COMPLETED ENGINE RUNS AND IS SCHEDULED FOR 0900 TAKE OFF 22 JUNE 63.

-END OF MSG-

CLASSIFIED MESSAGE

DATE 1856Z 12 JUN 63

~~SECRET~~

ROUTING			
1	D/Teck	4	DDR
2		5	D/EA
3	1	6	OD
// CD MD SS PS PB			
<b>OPERATIONAL IMMEDIATE</b>			
			IN 79492

TO : DIRECTOR

FROM :

ACTION: OSA (1-19)

INFO : S/C (16)

TOR 1927Z 12 JUN 63

TO OPIM [ ] INFO [ ] CITE [ ] 9852  
 OXCART [ ] FLTEST

1. ARTICLE 122 MADE FLIGHT 14 ON 12 JUNE 63. PILOT LOU SCHALK. TAKEOFF 0848 HOURS [ ] TIME, LANDING 0951 HOURS [ ] TIME, DURATION ONE HOUR AND 3 MINUTES. T. O. GROSS WEIGHT 91000, CG 21.6 PERCENT. PURPOSE OF FLIGHT WAS SHAKEDOWN OF AIRCRAFT, A MODIFIED PRODUCTION FLIGHT CARD WAS RUN, PLUS RELIGHTS.

2. NORMAL AB TAKEOFF AND CLIMB TO 20,000 FEET FOLLOWED BY LEVEL FLIGHT, FOLLOWED BY ACCELERATION TO M 1.4 AND 40,000 FEET. DESCENT TO 30,000 FEET DOING SYSTEMS CHECKS. THE EMERGENCY INVERTER SWITCHOVER WAS THEN MADE AT 30,000 FEET AND SCHALK REPORTS THAT IT IS COMPLETELY UNACCEPTABLE SINCE ALL SAS CHANNELS DROP OFF AND WHEN RE-ENGAGED ONLY "A" CHANNEL COMES BACK. THE INVERTER FIX ON ARTICLE 124 IS BETTER SINCE IT IS MODIFIED SO THAT ALL CHANNELS OF SAS ARE NEVER LOST DURING SWITCHOVER.

~~SECRET~~

9852 (IN 79492)

PAGE TWO

4. MAXIMUM SPEED WAS MACH 1.4 AND MAX ALTITUDE 40,000 FEET DURING FLIGHT.
5. NORMAL LANDING WITH GOOD CHUTE DEPLOYMENT.
6. SECOND FLIGHT 12 JUNE 63 HAS BEEN CANCELLED DUE TO OIL PRESSURE DROP ON LEFT SIDE WHICH MUST BE INVESTIGATED BEFORE NEXT FLIGHT.

-END OF MSG-

CLASSIFIED MESSAGE

DATE 1851Z 02 MAY 63

~~SECRET~~

ROUTING	
1	D/Tech
2	4 D/EA
3	5 DDIR
	6 AD
	9-MD
	CD
	CIPS
	RB
OPERATIONAL IMMEDIATE	
OPERATIONAL IMMEDIATE	

TO DIRECTOR  
 FROM [ ]  
 ACTION: OSA (1-15)  
 INFO S/C (16)

[ ] [ ] [ ] [ ] [ ]

74698

TOR: 1937Z 02 MAY 63

TO OPIM [ ] INFO [ ] CITE [ ] 9334

OXCART [ ] FLTEST

1. ACFT NUMBER 122 MADE FLT 13 ON 2 MAY 63. PILOT SCHALK. TAKEOFF 0753 HOURS [ ] TIME DURATION OF FLIGHT 52 MINUTES. LANDED AT 0845 HOURS [ ] TIME. T. O. GROSS WT 91,000, CG 21.6 PERCENT. PURPOSE OF FLT: TESTS OF NEW INLET CONTROLS AND SPIKE ACTUATORS.

2. SUMMARY: ACFT MADE NORMAL TAKEOFF AND CLIMB OUT, REACHING A MAXIMUM SPEED OF M 1.74 AND MAX ALTITUDE OF 50,000 FEET DURING FLIGHT.

3. DURING ACCELERATION THE RIGHT SPIKE HYDRAULIC PRESSURE STARTED TO FLUCTUATE AT M 1.58 AND LEFT STARTED FLUCTUATING AT M 1.59. THIS LED TO DUCT RUMBLE AND SHAKE. PILOT IMMEDIATELY PUT SPIKES FULL FORWARD AND RUMBLE STOPPED. HE THEN EASED OUT TO M 1.74 AND OPENED BY-PASS DOORS, WHICH WERE ON AUTOMATIC UP TO THIS TIME. HE NOTICED NO CHANGE IN DUCT ROUGHNESS BUT COULD FEEL THE CHANGE IN THRUST AS AIR WAS SPILLED.



~~SECRET~~

9334 (IN 74698)

PAGE 2

AT 45,000 FEET BELOW M 1.4 WITH NO SUCCESS. SECOND TRY SUCCESSFUL AT 40,000 FEET AT M 1.26. HE THEN FOLLOWED WITH SUCCESSFUL STARTS AT 16000, 14000, AND 10,000. THE LOWEST WAS AT 1450 RPM AND M .65. SCHALK FEELS HE COULD MAKE STARTS AT A LOWER ALTITUDE AT 400 KEAS AND WILL TRY IT THIS AFTERNOON 2 MAY 63.

5. LANDING WAS NORMAL WITH GOOD CHUTE.

6. SCHEDULE FOR THIS AFTERNOON 2 MAY 63 INCLUDES GOING WITH ONE SPIKE FULL FORWARD AND OBSERVING OPERATION OF OTHER ONE, PLUS AIR STARTS ALL ON NUMBER 122.

7. K NUMBER 121 SUFFERED SEVERE FOD ON ENGINE 219 ON GROUND RUN. DAMAGE BEING SURVEYED BY P AND W AT THIS TIME WILL KEEP YOU ADVISED.

END OF MSG

2159Z 24 APR 63

~~SECRET~~

*DI Tech*

*DDIR  
D/EA  
OD*

DIRECTOR

[Redacted]

034 (1-15)

S/C 30

**PRIORITY**

*MD  
CD  
SS  
S/BS  
RB*

TOR: 2213Z 24 APR 63

IN 73633

PRITY [Redacted]

INFO [Redacted]

CTE [Redacted] 9227

OXCART FLTEST

FLI NBR 11, ACFT NBR 122, 24 APR 63. PURPOSE: TEST ON NEW CONTROL ON INLET CONTROL VALVES AND SPIKES AND AIR STARTS. FLYING TIME: 0:40. PILOT: [Redacted] T.O. GROSS WEIGHT: 91,000. CG: 21.0. A/B CLIMB FL400 TO MACH NBR .90. PILOTS COMMENTS: FIRST FLI WITH NO STOPS IN BYPASS DOORS FROM 1.4 MACH TO 2.0 MACH SPIKE AND BYPASS DOORS WERE IN AUTO AND NO ROUGHNESS WAS ENCOUNTERED. AT 2.0 MACH NBR AT 55,000 FT LEFT FIRE WARNING LIGHT CAME ON THROTTLE WAS RETARDED LIGHT WENT OUT MISSION WAS ABORTED. NO AIRSTART WERE ATTEMPTED. CHUTE DEPLOYED NORMAL.

END OF MSG

[Redacted]

*Canopy plugs mounted could activate!*

2323Z 11 APR 63

~~SECRET~~

ROUTING

3

3

3

DIRECTOR

[REDACTED]

OSA (1-15)

3/0 (1-15)

OPERATIONAL IMMEDIATE

TOR: 0806Z 12 APR 63

IN 72248

OPIN [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

9028

OXCART [REDACTED] FLTEST

1. ARTICLE 122 MADE FLT 10, 11 APR 63. DURATION ONE HOUR AND 2 MINUTES. MAXIMUM SPEED M .91, MAX ALTITUDE 36,000 FEET. PILOT [REDACTED] GROSS WEIGHT 90,000 POUNDS, CG 21.6 PERCENT. PURPOSE OF FLT: FIRST FLT FOR [REDACTED] IN NUMBER 122. SPEED-POWER POINTS AND HYDRAULIC SYSTEM CHECK DURING GEAR EXTENSION.

2. DURING AB TAKE OFF PILOT NOTED A LARGE DIFFERENCE IN FUEL FLOW BETWEEN ENGINES, 1900 POUNDS AND 3000 POUNDS. THIS HAS BEEN ATTRIBUTED TO INSTRUMENTATION. DURING TAKE OFF AND CLIMB INSTRUMENTATION AND CAMERAS WERE ON RECORDING ACTION OF TAIL FLAPS AND TERTIARY DOORS.

3. DURING CLIMB OUT THE ENGINES SHOWED A 200 RPM DIFFERENCE REGARDLESS OF HOW PILOT TRIED TO CHANGE THEM.

4. THE FIRST POINT WAS TAKEN AT 25,000 FEET AT M .9 WITH

~~SECRET~~

[ ] 9428 IN 72243

PAGE TWO

AS A RESULT FURTHER SPEED POWER CHECKS WERE NOT POSSIBLE. THE ENGINE ALSO WOULD NOT GO INTO AB AND THE LINKAGE ACTED AS THOUGH IT WAS BEING UPON RIGGING.

5. DESCENT WAS MADE TO 25,000 TO DUMP FUEL AND LAND, AND AT THIS POINT THE THROTTLE FREED ITSELF. FUEL WAS DUMPED DOWN TO 15,000 (GROSS) AND THE TIME REQUIRED TO SHUT OFF AFTER SWITCH WAS PUSHED TO CLOSED WAS 36 SECONDS. THIS INDICATES THAT THE SOLENOID VALVE DID THE SHUTTING OFF AND THE GATE VALVE STUCK ONE MORE. DATA WILL SHOW WHICH.

6. THE OMMI WAS CHECKED AND WORKED SATISFACTORILY. THE HYDRAULIC SYSTEM WAS CHECKED WITH GEAR DOWN AT 270 KNOTS AND WAS O.K.

7. LANDING WAS NORMAL WITH GOOD CHUTE.

8. [ ] COMMENTS AS A NEW PILOT WERE: POOREST THROTTLE SET-UP HE'S EVER FLOWN, DIFFICULT TO MOVE AND POSITION, HAS HIGH SPOTS; ACFT HAS NO SATISFACTORY POWER INDICATION AND AS A RESULT FLIES CONSTANTLY IN A YAVED ATTITUDE HOLDING A FEW DEGREES HODDER TRIM (THIS COULD KILL OUR HIGH SPEED POSSIBILITIES DUE TO TAIL DRAG), ASSYMETRIC THRUST AND 2 AND 1/2 DEGREES RUDDER WERE NOTED ON NUMBER 121, 11 APR 63, BY CHASE; TACHOMETERS ARE VERY INACCURATE; [ ] FEELS TAIL PIPE PRESSURE WOULD BE A BETTER THRUST INDICATOR; [ ] AS CHASE PILOT, NOTED THAT THE TEB BURSTS ON LOU'S FLY THIS MORNING 11 APR 63 WERE VERY SHORT AND

~~SECRET~~

9028 IN 72240

PAGE THREE

REFUELING FLT 11 APR 63.

11. ARTICLE 126 IS COMING ALONG WELL IN REASSEMBLY AND SHOULD HAVE ENGINE RUNS WITHIN A WEEK.

12. ARTICLE 125 IS STILL DOWN FOR ARC-50 INSTALLATION WITH NO ESTIMATE OF FLY DATE AS YET.

END OF MSG

0215Z 28 MAR 63

TO DIRECTOR

INFO :

ACCH: OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14)

INFO : S/C (15)

0100

PRIORITY

PRIORITY

AF190-3

IN 70429

TOR: 0251Z 28 MAR 63

TO PRITY

INFO

TYPE

8820

OXCANT FLTEST

NO NIGHT ACTION

MR PARANGOSKY FROM [ ] ACFT NUMBER 122 MADE FLT

9 27 MARCH FOR 6 HOURS 56 MINUTES. PILOT [ ] PURPOSE

ENVELOP EXTENSION. CONFIGURATION OF INLETS WAS SPIKE

SCHEDULED ONE AND ONE-HALF INCHES FURTHER AFT, PLUS FIXED

STOPS IN BYPASS DOORS, KEEPING THEM 1.75 INCHES FROM FULL

CLOSED. DOORS LEFT THIS POSITION AT SPEED ABOVE 1.4 MACH

NUMBER. GROSS WEIGHT 90,000 POUNDS, CG 21.5 PERCENT.

NORMAL AB TAKEOFF, CLIMB. ACCEL TO 1.4 MACH NUMBER AT 40,000

FEET, AT WHICH POINT SPIKE PLACED IN AUTO, BYPASS DOORS CLOSED

TO STOP. NO ROUGHNESS NOTED. ACCELERATED ON OUT TO 2.27

MACH NUMBER AT APPROXIMATELY 60,000 FEET WHERE ROUGHNESS

OCCURRED. CONTINUED ACCELERATION TO 2.33 MACH NUMBER. AT

THIS POINT LEFT ENGINE FIRE WARNING LITE CAME ON. REDUCED

BOTH ENGINES TO MIL POWER. CHECKED FUEL MANIFOLD WITH ENGINE

~~SECRET~~

[REDACTED]

SR28 (IN 78429)

PAGE -2-

077, SHUT OFF LEFT ENGINE EMERGENCY FUEL CUT-OFF SWITCH. THIS  
ACCOMPLISHED AT 2.28 MACH NUMBER. SHORTLY AFTER EMERGENCY FUEL  
SHUT-OFF SWITCH ACTUATED FIRE WARNING LIGHT WENT OUT. CONTINUED  
TO BASE ON RIGHT ENGINE. DESCENDED TO 25,000, DECELERATED TO 300  
KIAS, HELD THIS CONDITION ON MIL POWER ON RIGHT ENGINE, FUEL AT  
10,000 POUNDS TOTAL. AT THIS POINT, RIGHT <sup>general</sup> HYDRAULIC SYSTEM FAILED.  
PILOT LOWERED GEAR ON NORMAL SYSTEM USING WINDMILL RPM OF 1300  
ON LEFT ENGINE FOR HYDRAULIC POWER. GEAR CYCLE LONGER THAN NORMAL,  
AS EXPECTED. LANDED ON ONE ENGINE ON [REDACTED] DUE TO EXCESSIVE  
CROSS WINDS ON RUNWAY. EXCELLENT LANDING, NORMAL CHUTE. POINT  
OF INTEREST WAS THAT NOSE GEAR STEERING REMAINED EFFECTIVE DURING  
LANDING ROLL DUE TO LEFT ENGINE WINDMILL DOWN TO 1 SYSTEM PRESSURE  
OF 300 PSI. WHETHER FIRE ACTUALLY EXISTED IN LEFT ENGINE OR NACELLE  
NOT YET DETERMINED. INSPECTION UNDER WAY TO DETERMINE. FLT  
ON 123 CANCELLED DUE RAPIDLY DETERIORATING WEATHER. FLIGHTS 28  
WAS DOUBTFUL FOR SAME REASON.

END OF MESSAGE

2351Z 22 MAR 63

~~SECRET~~

1	2	3	4	5

*C/OO*  
*SB*  
*DOR*  
*AD*  
*CPS*  
*AF160*  
*RB*

**PRIORITY**

IN 69947

TO : DIRECTOR

FROM : [ ]

ACTION: CSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14)

INFO : S/C (159) [ ]

TOR 2353Z 22 MAR 63

PRITY [ ]

INFO [ ]

CHTR [ ] 8755

OXCART FLTEST

NO NIGHT ACTION

1. ACFT 122 MADE FLT NUMBER 8 ON 22 MAR 63. TAKE OFF GROSS WEIGHT 91,000 POUNDS; CG 21.5 PERCENT; FLIGHT DURATION ONE HOUR ELEVEN MINUTES. PURPOSE OF FLIGHT: TAKE PICTURES OF EJECTOR FLAP FLUTTER IN TRANSONIC SPEED RANGE. PILOT LOU SCHALK.

2. AB TAKE OFF AND CLIMB WITH LEVEL OFF AT 20,000 FT. SPEED 395 KEAS (.92 MACH). AFTER COMPLETING FLIGHT REQUIREMENTS AT 20,000 FT, ACFT DESCENDED TO TRAFFIC PATTERN ALTITUDE, MADE 3 RADAR APPROACHES (GCA), 2 LOW PASSES, AND ONE FULL STOP LANDING. CHUTE DEPLOYMENT NORMAL. GENERAL CARTER AND PARTY OBSERVED FLIGHT.

END OF MESSAGE



PAGE 2530Z 22 MAR 63

~~SECRET~~

c/100		G	00
1		H	1
2		E	CD
			CB
			DDM
			RB
			APR 60

**PRIORITY**

TO : DIRECTOR

FROM : [ ]

SUBJECT: OSA (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

TOR 2553Z 22 MAR 63

[ ]

IN 69946

TO PRITY [ ]

INFO

CITE [ ] 8754

OXCART [ ]

NO NIGHT ACTION

DUE TO LOW CEILING AND GENERALLY BAD WEATHER CONDITIONS THE FLIGHT PROGRAM OF NBR 122 ON 22 MAR WAS HELD TO SOME VOR CHECKS AND SOME GCA LANDINGS. NO PROGRESS ON INVESTIGATION OF DUCT VIBRATION. NO FLIGHTS SCHEDULED FOR 23 MAR. 121, 122, 124 SCHEDULED 25 MAR.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2343Z 19 MAR 63

~~SECRET~~

ROUTING	
1	DD/K
2	DD
3	KI

TO : DIRECTOR  
 FROM :   
 ACTION: OSA (1-2-3-4-5-6-7-8-9-10)   
 INFO : S/C (11)  
 TOR: 0039Z 20 MAR 63

WV  
 CD  
 CIPS  
 SB  
 APIC-0-5

**OPERATIONAL IMMEDIATE**

IN 69568

TO OPIM  INFO  CITE  8701  
 OXCART

- ARTICLE 122 MADE FLT NUMBER 7, 19 MAR 63. GROSS WEIGHT 91,000 POUNDS. CG 21.5 PERCENT. ENDURANCE 52 MINUTES. MAX SPEED M 2.28 AT 60,000 FEET. MAX ALTITUDE 69,700 FEET PILOT  PURPOSE OF FLT, PERFORMANCE ENVELOPE EXTENSION. ARTICLE IS EQUIPPED WITH ONE 28K AND ONE 30K AFTERBURNER.
- SHORTLY AFTER PASSING M2.0 ARTICLE BEGAN EXPERIENCING DUCT RUMBLE WHICH CONTINUED AND GREW WORSE AS ARTICLE ACCELERATED TO M 2.28. THE PILOT THEN ELECTED TO CLIMB AND SLOW DOWN. AT INITIATION OF CLIMB THE ARTICLE WAS AT M 2.28 AT 60,000 FEET AND THEN CLIMBED TO 69,700 FEET AND 300 KEAS. PILOT ESSENTIALLY HELD M 2.28 FROM 60,000 TO 70,000 FEET. ALTHOUGH AT THE SAME MACH NUMBER, THE REDUCED KEAS CAUSED A DISTINCT REDUCTION IN VIBRATION.
- WHILE AT 400 KEAS PILOT TRIED MANUAL BY PASS DOOR