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17 MAY 1966

NRO REVIEW COMPLETED

MEMORANDUM FOR : Configuration Control Board

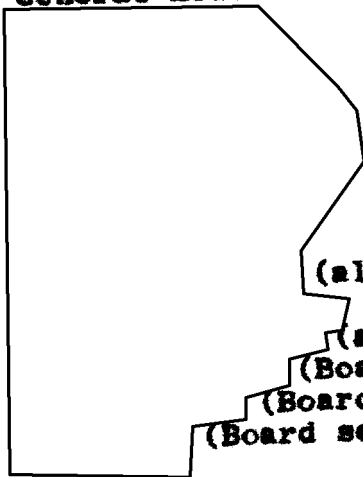
SUBJECT : OXCART Flight Test and Configuration Control Board Meeting of 10 May 1966.

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1. On 10 May 1966 a meeting of the OXCART Flight Test and Configuration Control Board was held The meeting was chaired by General Ledford. Members and observers in attendance were as follows:

Members

General Ledford



(alternate)

(alternate)

(alternate)

(Board secretary)

(Board secretary)

(Board secretary)

Observers



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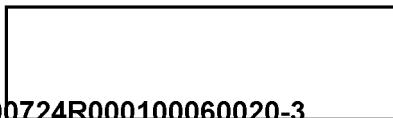
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GROUP 1
Excluded from automatic
downgrading and
declassification

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[REDACTED]

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2. Decisions

25X1 a. [REDACTED] presented a procedure for maintaining a standard Configuration Control Chart at Headquarters. The procedure was accepted as presented.

25X1 b. [REDACTED] also presented a proposed Fleet Configuration Chart. It was agreed to use this chart for all future Board discussions on this subject. The chart will be expanded to include ECP status, OSA funds available, NRO funds approval, status of Service Bulletins and aircraft incorporation, engineering delays, etc., of items approved by the Board.

c. The decision whether or not to install the increased capacity environmental system in all aircraft which will require four months lead time was deferred pending the acquisition of more data. This subject will be discussed at a future meeting.

d. Consideration for installing the increased electrical capacity system in all Detachment aircraft will be withheld until December 1966. Hopefully data on the Axial Gear Drive (AGD) system will then be available. The decision to delay was based on an estimated threat requirement three years from now. Lockheed will forward to Headquarters reliability and other data associated with a bus tie incorporation.

25X1 e. [REDACTED] will prepare a projected monthly plan each week of contemplated work on each Detachment aircraft with appropriate ETOR's.

f. ARC-50 flight testing will continue on Detachment aircraft. Five additional flights are scheduled with the first to have been flown on 12 May.

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[REDACTED]

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[Redacted]

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2525-66

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g. Approval was granted for new cockpit panels for all aircraft including aircraft #121 and #124. All 330 INS units will be modified to be compatible with the new cockpit instruments.

h. Two previously proposed INS mods, i.e., the emergency cross course capability and the variable fix reject with time will not be implemented. The mod displaying the amount of update fix will be installed and flight tested in aircraft #124. This will require approximately 3-4 flights. After completion of the test program in aircraft #124, the Board will decide whether or not to install the mod in one Detachment aircraft for high and fast testing.

i. The INS will not be given the capability of in-air alignment since this would require a new airborne computer. However, Lockheed will investigate paralleling the power stages of the #3 and #4 inverter and running both inverters off of the same frequency source. This would prevent the loss of regulated a.c. power to the INS in the event of one inverter power stage failure. It was noted that if the increased capacity electrical system is eventually approved, the problem is essentially eliminated since both the left and right generating systems may be paralld through a bus tie.

j. Further testing to develop a rendezvous capability using the LF ADF system will be deferred while LAC continues to work to improve the LF ADF antenna on the A-12 to have a better capability against a ground station. An improved antenna will be installed on aircraft #122 now in major mod.

3. Miscellaneous

a. [Redacted] presented a list of items which are scheduled for flight testing in aircraft #121 and #122. An estimated monthly time frame for testing these items was also presented. (See attachment).

b. General Ledford emphasized that all concerned must be more specific with regard to the details of the flight test program in order that his comptroller can justify the OXCART budget requests. The General also emphasized the transition of primary technical support responsibility for the Detachment aircraft from D/TECH to D/Material.

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d. As noted above, night flying tests will begin about 30 May with [Redacted] LAC, as the pilot. A temporary re-start switch has been installed for these tests. All approved night flying mods are installed in all Detachment aircraft, but the Detachment is waiting for a more satisfactory design of a re-start switch for their aircraft.

e. LAC advised that the drift sight cursor knob can be installed on the drift sight and that this installation is satisfactory to the Detachment pilots.

[Redacted]

g. LAC is investigating the feasibility of aft transfer of fuel into tank #5 to keep the c.g. aft for BLACK SHIELD missions. It was pointed out that currently the aircraft are flying with a c.g. position of 24%-25% and 30 - 40 of trim. This is resulting in approximately 5% degradation of range factor.

h. Possible selection of another operational aircraft for [Redacted] installation was deferred by General Ledford.

[Redacted]
Board Secretary

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Att: As Stated

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2525-66

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C/ASD/OSA, [Redacted] (17 May 1966)

Distribution:

- 1 - D/OSA
- 2 - D/TECH/OSA
- 3 - D/FA/OSA
- 4, 5 - OXC/OSA
- 6 - MD/OSA
- 7 - PS/OSA
- 8 - ASD/OSA
- 9 - C&FE/OSA [Redacted]
- 10 - CD/OSA
- 11 - AD/TECH/OSA
- 12 - SSD/OSA
- 13 - [Redacted]
- 14 - [Redacted]
- 15 - [Redacted]
- 16 - [Redacted]
- 17 - [Redacted]
- 18 - [Redacted]
- 19 - chrono
- 20 - RB/OSA

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