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## OKCART OPS PLIKST

- 1. ARTICLE 122 MADE FLIGHT 112 ON 23 JUN 65. PILOTS TAKE OFF AT 0825 HOURS FOR I MOUR AND 2 MINUTES. GROSS WI 109,960 LBS, C.G. 18.5 PERCENT, TAKE OFF DISTANCE 7,000 FT, TAKE OFF SPIED 210 KTS, PRESSURE ALTITION 4288 FT, TEMPERATURE 65 DEGREES, WIND 320/6, MAX SPEED 3.01 MACH, MAX ALTITUDE 72,000 FT, TIME OVER 2.0 MACH THIS FLT 45 MINUTES, TIME OVER 2.6 MACH THIS FLT 15 MINUTES, TIME OVER 2.8 MACH THIS FLT 16 MINUTES, TIME OVER 3.0 MACH THIS FLT 02 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES. PURPOSE3 MFC EVALUATION AND AIR STARTS IN DERICHED CONDITION. CONFIGURATIONS AND MANUALLY CONTROLLED FUEL DERICHMENT VALVES ON BOTH MFC. 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 MM OPENED AFT DOORS TO 100 PERCENT AND AT 2.6 WENT 50 PERCENT ON THE AFT DOORS. GOT AN UNSTART ON BOTH SIDES AT THIS TIME. CLEARED BY OFENING FORWARD DOORS AND AFT DOORS. CONTINUED ACCELERATION AND REPEATED THE UNSTARTS AT 2.7, 2.8 AND

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PAGE TWO

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 CENTEGRADE FILOT 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 WINT TO 860 DEGREES, JUST AHEAD OF THE PILOT MANUALLY ACTIVATING THE VALVE.

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OYCART OPS FITEST			

- 1. ARTICLE 122 MADE FLT 111 ON 28 JUN 65. PILOT:

  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.
- 2. 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 TRYING SEVERAL SPEEDS AND DOOR SCHEDULES WITHOUT SUCCESS. EGT°S, RPM°S AND FUEL FLOWS SEEMED NORMAL. STARTED DECELERATION IN MIL POWER.

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(CONT-)

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 CHUTE 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.

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	1. ARTICLE 122 MADE	· .	1		
	TAKE OFF AT 1456 HOURS I	FOR 51 MINUTES.	GROSS W	EIGHT 110,	000 LBS,
	C.G. 20 PERCENT, TAKE OF	FF DISTANCE 6600	FEET, T	AKE OFF SP	EED 205
	KNOTS, PRESSURE ALTITUDI	E 4400 FEET, TEM	PERATURE	77 DEGREE	S, WIND
	200/7, MAX SPEED 2.8 MAG	CH, MAX ALTITUDE	76,000	FEET, TIME	OVER 2.0
	MACH THIS FLIGHT 35 MINI	UTES, TIME OVER	2.6 MACH	THIS FLIG	HT 20
	MINUTES, TIME OVER 2.8	MACH THIS FLIGHT	10 MINU	ITES, TIME	OVER 50,000
	FEET THIS FLIGHT 35 MINI	UTES. PURPOSE:	34 K ENG	INE EVALUA	TION (LEFT
	SIDE AND FROSTY FUEL CO	ONTROL WITH DERI	CHMENT V	ALVE (RIGH	T SIDE).
	2. SUMMARY: TAKE OF	FF AND CLIMB ON	400 KEAS	LINE WERE	NORMAL
	WITH THE EXCEPTION THAT	COULD DEFI	NITELY F	EEL THE AD	DITIONAL
	THRUST FROM THE LEFT ENG	RIGHT ENG	INE FWD	AND AFT BY	PASS
	DOOR SCHEDULES AND OPERA	ATION WERE NORMA	. THE	LEFT AFT B	Y PASS DOOR
	WAS CLOSED FOR THE ENTIR	RE FLIGHT AND TH	E LEFT F	WD BY PASS	WAS
	SCHEDULED TO BE PUT IN A	AUTOMATIC AT 2.2	масн.	A SHOCK EX	PULSION
	OCCUPRED ON THE LEFT SII	DE AT 2.12 MACH	JUST AS	PARK WAS R	EACHING FOR
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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). DECELELERATION WAS NORMAL EXCEPT A SHOCK EXPULSION OCCURRED ON THE LEFT SIDE AS DECELLERATED 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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- 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 ACCELERATION, A SECOND ROUGHNESS APPEARED AT 2.17 MACH WHEN BY PASS BLEEDS
  OPENED AND A THIRD ROUGHNESS APPEARED DURING MANIPULATION OF THE INLET
  SPIKE AND BY PASS DOORS BETWEEN 2.5 AND 2.8 MACH. FLIGHT ACCOMPLISHED

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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

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- 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 822 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 52 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
  2.2MACH LEFT ENGINE STALLED CONTINOUSLY DOWN TO 1.7MN. ARTICLE WAS
  SHAKING VIOLENTLY DURING COMPRESSOR STALLS. IGV (INLET GUIDE VANE)

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IN 93472

LIGHT CAME ON INTERMITTENTLY. DECELERATION, LANDING, CHUIE NORMAL. PILOT COMMENTS:

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

END OF MESSAGE

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- 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.
- 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 CLEARED UP.

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	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, TAKEO	FF SPEED 205 KNOTS,	TEMP: 75 D	EG, WIND:				
	0 - 4 VAR, MAX MACH: 3.22	2, MAX ALT: 81,000	FT. TIME O	VER 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	H DISAPPEARI	ING ROUGHNESS.				
	PERIOD OF THIS OSCILLATIO	N WAS ABOUT 3 SECON	DS.	THEN SET				
	OSCILLAGRAPH TO HIGH TO R	ECORD THE ROUGHNESS	. AT 2.6 MM	, RETARDED				
	BOTH THROTTLES BELOW MILI	TARY AND DECELERATE	D TO 2.51 Mi	. THEN				
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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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OXCART FLTEST	OPS		
ARTICLE 122, FLT 1	05, FLOWN 9 JUNE 19.65.	PILOT:	
TAKEOFF AT 0709 HRS F	OR 58 MIN. NAX SPEED Z.	.84 MN,	MAX ALT 75,000 FT.
TAKEOFF GROSS WT 109,	700 LBS. C. G. 20 PERCE	ENT. TE	MP 47 DEG, WIND
CALM. TAKEOFF DISTAN	CE: 6300 FT. TAKEOFF SI	PEED: 2	ØØ KNOTS. TIME
ABOVE 2.0 MN - 35 MIN	, 2.6 MN - 15 MIN; 2.8 N	1N - 10	MIN; 50,000 FT
35 MIN. THE LEFT ENG	INE WAS TRIMMED UP TO 80	98 DEG,	THE RIGHT ENGINE
UP TO 790 DEG. TAKE	OFF AND CLIMB WERE NORMA	AL, ALT	HOUGH THE LEFT
AB WAS 4 TO 5 SECONDS	NKLOW IN LIGHTING. THEF	re was t	URBULENCE NOTED
AT 45,000 FT CLIMBING	. AT 2.15 MN, A SMALL E	BUZZ WAS	NOTED IN THE
ARTICLE WHICH RAPIDLY	DISAPPEARED. NO OTHER	ROUGHNE	SS WAS NOTED.
SOME VERY MINOR GAUGE	FLUCTUATIONS WERE NOTE	HOWEVE	R. ACCELERATING
NORTH OF T	HE RIGHT ENGINE EGT STAF	RTED TO	CLIMB ABOVE 826
DEG WAS TRIMMED DOWN.	AFTER TURN, INVESTIGAT	TED	
ROUGHNESS FURTHER. F	OUND NONE. DECEL NORMAL	. IN P	ATTERN
FOUND GEAR HANDLE LOO	SE IN HIS HAND, COULD NO	T	
RE-INSTALL IT, WENT T	O EMERGENCY SYSTEM, DROP	PPED GEA	R <sub>p</sub> LANDING <sub>p</sub>
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PIL	.01	COMME	NTS:	NEW	CHUTE	TOO	WIDE	ACROSS	BACK	FOR	PILOT.
INS IN	N AU	ITO NA	IV NEE	DLE I	00 SE	SITI	VE TO	FLY.			
		COMME	NTS:	GEAR	HANDL	E SC	REW F	FELL OUT	۲.		

END OF MSG

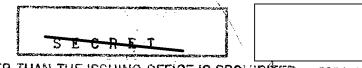
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	TOR 1914Z 28 MAY 65	G	0581-	IN 89890
TO	PRIORITY INFO	N Million of the second	OT.	E 2054
	OXCART	0PS		

- 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.

    END OF MESSAGE



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TARE BURGE NORTH Y 65			10	a programme de la resida e filma e income a programme de la come d
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OXCART FLIEST OPS				

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 2.8 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-BAY 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 MN FOR 10 SECONDS EACH. MASTER CAUTION LITE BLINNED SEVERAL TIMES THROUGHOUT FLIGHT FOR NO APPARENT REASON. AUTO PILOT TURNED ON AT 2.2 MN AND MADE SEVERAL TRIMS. HAD A 5 DEGREE RIGHT BIAS WITH A SLIGHT LEFT ROLL. RIGHT FOLL TRIM WOULD HELP

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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

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1860

IN 88062

OXCART FLIEST OPS

1 :

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- FOR I HOUR AND 2 MIN. TAKE OFF AT 1525 ... MISSION: SYSTEM TESTING.
  GROSS WI 168,500 LBS, C.G. 19.5. TAKE OFF DISTANCE 8100 FT, TAKE
  CFF SPEED 205 KNOTS, TEMP 81 DEGREES, WIND 135/10, MAX SPEED 3.20 M,
  MAX ALT 82,000 FT, TIME OVER 2.6M 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
  CMLY SAS LIGHTS. RETURNED TO RUNWAY AND TOOK OFF. USING A 406 KIAS
  CLIMB 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
  TOO RAPID, SO PILOT OVER POVERED AUTO NAV, SELECTED BANK ANGLE
  MANUALLY AND RELEASED ART TO AUTO WAV. HELD OK. CIT'S MATCHED
  WELL, CIP'S WANDERING AT 2.95M. RIGHT CIP LOVER THEN LEFT. WENT

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IN 88082

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

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PO	PRIORITY	8F0	CITE	4773
• 3	OXCART FLTES	T OPS		
	i. ARTICLE 122 M	ADE FLIGHT 100, 13 MAY,	PILOT	, TAXE
		IN. MISSION: SYSTEMS A		
	109,600 LBS, C.G. 19	.8 PERCENT, TAKE OFF DIS	TANCE 7600 F	T, TAKE
	OFF SPEED 212 KNOTS,	TEMP 75 DEGREES, WIND 3	ØØ/8 KNOTS.	MAX SPEED
	3.23 MACH, MAX ALT 8	0,000 FT. TIME OVER 2.0	MACH 29 MIN	, TIME OVER 2.6
	20 MIN, TIME OVER 3.	B 15 MIN, TIME OVER 3.2	is MIN.	
	•	CLIMB NORMAL AT 400 KEAS		DVISED TO
;		EEN LIGHTS CAME ON IN CO		NORTH WITH
		,		
		ODE AUTO NAV AND PITCH I		
		S TIMES. AUTO NAV WORKE		
	CIT WAS 395 DEGREES,	CIP WAS 20 LBS WITH A 2	LB DISPARIA	Y. RIGHT CIP
	LOW. GROUND SPEED R	EAD 1890 KNOTS AT 3.2 MA	ICH SOUTH BOI	JND. DECEL-
	ERATED TO 1.4 MACH 3	50 KNOTS. CHOPPED RIGHT	ENGINE TO	IDLE THEN OFF.
	RELITE WITH 24 LIGHT	TEB SYSTEM SATISFACTOR	LY. LANDING	o NORWAL,
	CHUTE NORMAL.	· .		
		END OF MSG		
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	OXCART FLTEST	CPS		

- 1. 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 82,000 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.
- 2. 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 5 MIN THE LEFT CIP STARTED WANDERING. R HYDRO SYSTEM FLUCTUATED 500 PSI. WENT OVER BASE AT 3.2 MACH, DECELERATED IN MIL POWER WITH

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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.

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OXCART FLIEST OPS	198	and the second s	arre	1722	

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.

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 2-3 DEGREES. WOULD NOT TRIM OUT. DISENGAGED AUTOPILOT AND AIRCRAFT WAS IN TRIM AT 2.75. CLOSED AFT BYPASS DOORS IN TURN WITH FORWARDS

CONFIGURATION: 3.2.

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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 DECELRATION 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.

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	ARTICLE 122 MA	DE FLIGHT S7 ON 6 MAY	ss. PILOT	TAKE
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Sec. Like		LBS, C.G. 20.2 PERCE		
	TAKEOFF SPEED 210 KTS	, WIND 320/8 KNOTS. M	AN SPEED to	46M, MAX ALX
	47, 300 FT.			
		STARTED MORMALLY. INS		
	TAKEOFF. SYSTEM A WO	OULD MOT WORK ON GROUN	D BUT WORKS	ED OK IN FLIGHT.
	TAKEOFF AND CLIMS NOF	RMAL, WAS VECTORED BY	COM	TROL AROUSD
		ESTED PILOT CHECK SYST		. HE COMPIRMED
	SYSTEMS LIGHTS ON EXC	CEPT NO SYSTEM C LIGHT	S DURING F	LIGHTS
	3. DECELLERATED	INTO TRAFFIC, LANDED,	CHUTE MORM	AL. PILOT
		ITY SYSTEM LOOKED GOOD		
		END OF MESSAGE		

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	OXCART OPS FLTEST  1. ARTICLE 122 MADE FLT 96 ON 5 MAY 65.	PILO	7 * T	AKE
	OFF AT 1437 HOURS FOR 56 MINUTES. GROSS WEI	GHT 1	10,100 LBS, C.	G e
	20.3 PERCENT, TAKE OFF DISTANCE 65,00 FT, TAK	E OFF	SPEED 210 KTS	• •
	PRESSURE ALTITUDE 45 60 FT, TEMPERATURE 60 DE	GREES	, WIND 300/24;	
	MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 50	, ØØØ	FT, TIME OVER	2.6
	N/A. PURPOSE: SYSTEM A, B AND C CHEC	KOUT.	CONF IG URAT HO	N
	3.2 MACH. Q BAY AND SPECIAL EQUIPMENT: A,	B AND	C SYSTEMS.	
_	2. TAKE OFF AND CLIMB ON 400 KEAS LINE T	0 50,	000 FT WERE NO	RMAL.
	COMPLETED TWO RACETRACK PATTERNS OVER	2	CONTROL.	
	EXPERIENCED STRONG TURBULENCE ON SECOND RUN	WHICH	MAY HAVE CAUS	ED AN
	INS STEERING MALFUNCTION. DESCENT, LANDING	AND C	HUTE DEPLOYMEN	T
	WERE NORMAL. THIS ACFT IS SCHEDULED FOR ANO	L	SORTIE 0	N
	6 MAY AFTER WHICH IT WILL BE LAYED UP FOR EN	GINE	CHANGE, INLET	
	SYSTEM MAINTENANCE AND INSTRUMENTATION	WORK	. DETAILS OF	
	TESTING WILL BE REPORTED BY CABL	Εo		
	END OF MESSAGE			•
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	OXCERT FLTEST	OPS .		
	. ARTICLE 122 MAD	E FLIGHT 95 4 MAY 65,	PILOT	TAKE OFF
	AT 1359 FOR 56 MINUTES	. Mission: Systems	A AND B. GF	ROSS WEIGHT
	109,200 LBS, C.G. 21.2	PERCENT, TAKE OFF DI	STANCE 5900	FEET, TAKE
	OFF SPEED 210 KNOTS, TI	EMP 48 DEGREES, WIND	L/V. MAX SP	PEED 1.5
	NACH, MAX ALT 50,000 FI	EET.		
	2. ENGINE START NO	RMAL. RUNUP INDICATE	D BLEEDS NOT	OPEN
	VISUALLY CHECKED OK.	TAKE OFF CLIMB NORMAL	, INS TRACK	G00D.
	SYSTEM A TURNED ON. S'	YSTEM B TURNED ON AT	REQUE	EST INBOUND.
	ENTIRE FLIGHT MADE AT	1.4 MACH AND 1.5 MACH	s AT MINIMUL	A AB BOTH
	SIDES. TRANSFERRED 30	ØØ LBS FUEL FORWARD.	LANDING NOT	RMAL, CHUTE
	NORMAL.	• • • • • • • • • • • • • • • • • • • •		

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	<u>.</u>			
OXCARI OPS FLTEST				

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

Q-28, MAXIMUM SPEED 3.25 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. AFT BY-PASS TO 50 PERCENT OPEN AT 1.7 MACH AND FWD BY-PASS DOORS TO AUTO AT 2.0 MACH. AFT BY-PASS CLOSED AT 2.8 MACH AT WHICH TIME RIGHT CIP DROPPED 2 PSI BELOW LEFT SIDE.

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1542 (IN 84776) — S E O R E T PAGE TWO
STARTED 186 DEGREE TURN FOR RETURN TO BASE WHEN AT 3.6
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 50 PERCENT.
ACFT ACCELERATED TO 3.2 MACH AND A 2 MINUTE TEST OF MACH HOLD WAS
SATISFACTORY. THE RIGHT ENGINE EGT INCREASED TO 848 DEGREES WHILE
ATTEMPTED TO DOWN TRIM. 830 WAS AS LOW AS HE COULD TRIM
WITH FULL A/B. RETARDING THROTTLE TO MINIMUM A/B REDUCED RIGHT
EGT TO 875. THEN PUT RIGHT FWD BY-PASS TO AUTO AND AFT
BY-PASS TO CLOSED. THE RIGHT CIP DROPPED 2 PSI. DURING INITIAL DECEL-
ERATION 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

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	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 FORWARD BYPASS DOORS. WENT TO AUTO ON THE RIGHT AT 2.3 MN. ENGAGED AUTOPILOT IN PITCH AND ROLL AT 2.4 AND GOT A CONTINUOUS

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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 8400 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.

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OXCART FLTEST O	PS		

- 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 HORMAL. 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. AT 2.2 MACH A SEVERE UNSTART OCCURRED WHICH BANGED PILOT AGAINST SIDE OF COCKPIT. THE SERIES OF UNSTARTS FOR THE REMAINDER OF THE

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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.

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TAKEOFF AT 1221 MOURE, FOR 1 HOUR ARD 2 MEDITES. MISSION: FOR,
CHOSS WEIGHT: 105,000 POURDS, C.G., 21.2 PRACERY, LANGOFF DISTANCE
GEOG FEET, TAKEOFF SPECES 200 RHOTS, TERRORADURES GO DEGREES,
WIND: 270/10. TAKEOFF SPECES 2.0, 140/ ALT: CO,000 FEET, TIME OVER
2.0 THIS PLIGHTS 25 MINUTES. THE OVER 2.1 MACH: 5 MINUTES, TIME
OVER 50,000 FEET: 25 MINUTES.

LEFT, 35,700 POUNDS RIGHT. PILOT HELD 2 DEGREES RUDDER TRIM. AT 2.18 MACH, 2 ENGINE STALLS OCCURRED. RIGHT AFT BYPASS LIGHT BLINKED 6 TIMES RAPIDLY. WENT TO MAY BURNED. MASED POWER BACK UP. MATCHED EVEN PLOWS BY SETSROIBS LEST THROTTLE. QUICTERESS NOTED AT 2.7 MACH. UNSTART AT 2.8 GACH, RESTART OR. CLP'S BOTED AT 2.77 MACH. LANDIEG NORMALL CHUTE HOPERS.

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	1323	(IN 82451)	)			P	AGE TWO		
		COMMENT	вотн	INLET	AND	ENGINE	PROBLEMS	WERE	PRESENT
DURING	THIS	FLIGHT.	FURTHER	ANAL	YSIS	OF DAT	A REQUIRE	).	
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SECPET

- I. AIRCRAFT 122 MADE FLIGHT 90 19 FEB 1935. PILOT

  MAX NACH 3.25, MAX ALT 81,000 FT. TAKEOFF TIME 12:39, DURATION 1

  HOUR 17 MINUTES. TAKEOFF GROSS WEIGHT 109,500 LBS, C.O. 20.5 PER

  CENT. TAKE OFF TEMP 60 DEGREES, DISTANCE 6,200, SPEED 200 KIAS,

  WIND CALM. TIME ABOVE M2.0, 35 MIN: 2.6, 25 MIN: 3.0, 19 MIN: 3.2, 15 MIN: ABOVE 50,000 FT 35 MIN. PURPOSE: 10 FLIGHT SURGE

  CHARACTERISTICS AND NOZZLE STABILITY.
- 2. AFTER NORMAL TAKE OFF, AIRCRAFT CLIMBED AT 250 KEAS TO M .9 AT 39,500 FT. AIRCRAFT THEN ACCELERATED TO 400 KEAS AT 35,000 FT AND STARTED CLIMB.
  - 3. CLIMB TO 81,000 FT AND M 3.25 WAS UNEVENIFUL.
- 4. DESCENT FROM M 3.25 WAS MADE BELOW MILITARY POWER AND RESULT-ED IN SEVERAL UNSTARTS FROM M 2.4 DOWN TO M 2.2. RESTARTS SATIS-FACTORY.
  - 5. NORMAL LANDING AND CHUTE DEPLOYMENT.

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END OF MESSAGE

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- TAKE OFF AT 1455 HOURS FOR I 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 INFLT 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 AND CRUISE. AT MN 3.2 RIGHT FUEL FLOW WAS 5000 LBS HIGHER THAN LEFT WITH JJ ENGINE. RIGHT CIT WAS 15-20 DEGREES HIGHER THAN LEFT.

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## 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

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- TAKE OFF AT 1138 HOURS FOR 1 HOUR. GROSS WEIGHT 109,000 LBS, C. G. 21 PERCENT, TAKE OFF DISTANCE 7,200 FT, TAKE OFF SPEED 205 KIS, 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 50 MINUTES, TO EVALUATE RELITE CAPABILITIES OF 24 SHOT TEB SYSTEM. TO DETAIN FUEL CONTROL DATA AT LOW CIT. TO DETERMINE TRIM CAPABILITIES OF LEFT MAIN FUEL CONTROL AND WHAT ARE SURGE LIMITS. CONFIGURATION:
- 2. TAKE OFF AND CLIMB AT 260 KEAS TO 19 MN. AT .9 MN HAD A SLIGHT RPW SURGE DUE TO COMPRESSOR BLEED VALVE CLOSING. CONTINUED CLIMB AT 400 KEAS AND AT 2.5 MN THE RIGHT HAND ENGINE BLEED LITE CAME ON. RIGHT CIP WAS I PSI LOVER THAN LEFT. STARTED TURN AT 2.5 MN AND CONTINUED ACCELERATION TO 3.1 AT 75,000 FT. STARTED A

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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 DECELLERATION 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.

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- TAKE OFF TIME 11:19, DURATION 1 HOUR 7 MINUTES. TAKE OFF GROSS WEIGHT 109,600 LBS, C. G. 20.8 PERCENT. TAKE OFF DISTANCE 7200 FEET, TEMP 56 DEGREES F, WIND 12 KNOTS DOWNWIND, SPEED 220 KNOTS, MAX MACH 2.8, MAX ALT 72,800 FT. PURPOSE OF FLI: (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 268 KEAS, RPMS TO 33888 FT, THEN TO 468 KEAS, BOOMED JELLY.
- 3. HAD CIT AND CIP DISPARTIES 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 SKUT DOWN AT M1.6 AT 55000 FT. IT TOOK THREE RELIGHT ATTEMPTS BEFORE RELIGHT WAS ACCOMPLISHED AT M1.67. NORMAL LANDING AND CHUTE.

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1. ARTICLE 1	22 MADE FLIGHT 86 ON 2	b JAN 65, PILOI	

- 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.
- 2. 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 WENT BACK TO MAX AB, 400 KEAS, CLIMBED PASSING 707 JET. AFT BY-PASS DOOR INDICATORS DO NOT OPEN TOGETHER. AT MAY ALT LEFT EGT 730 RIGHT EGT 770. AT 3.15 MACH 74,000 FEET

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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 4002 LBS.

END OF MESSAGE

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. PRIORITY INFO	5	QITE L	9830
Pit iProgram of	ND C		
OXCART FLTEST C			•
1. ARTICLE 122 MADE	FLIGHT 182 ON 21 JANU	ARY 65. PI	LOT
TAKE OFF AT	1337 FOR 1:05: MISSI	ON INLET PE	R⇔
	· ·		
FURMANCE. GROSS WEIGHT	110,000, C.G. 1:05 PE	H CENT, IAN	E OFF
W. A.	AT ATE CREEN SOS VNOTS	TEMPERATUR	E 57
DISTANCE 6600 FEEL, LAI	KE OFF SPEED 225 KNOTS,	A darling the state of the stat	ga - 4
DEGREES, WIND 14 KNOTS,	MAXIMUM SPEED 3.18 MA	CH, MAXIMUM	
AL TITUDE OR ROO EFFY	TIME OVER 2.0 MACH 40	MIN, TIME O	VER
	•		
S & MACH SE MIN. TIME	OVER 3.0 MACH 17 MIN.	TIME OVER 5	0 <sup>8</sup> 0 0 0

2. THE RIGHT AB WAS SLOW TO LIGHT. CLIMB AND ACCELERATION WERE NURMAL. 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

FEET 43 MIN.

Particular continuente distribution (C. 186	an an de sant i se manument de re manument de sant de S	ing-rantry
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	ONCART FILLER OPE		i de la companya de l			100 mg 10	The second of th
fores -	i. Annole ice M	AUK PLLOKI I	74 ON 19	e. Caran, 65 .	PILOTS		
	Takeoff at 1600 Heur	s for 50, MI	DITE.	GROSS WE	GIT KO	, 020 LE	
	C.C. 28.9 PERCENT, TI	ARE OFF OIS	TANCE 561	o Fig	AKE OFF	SPE <b>S</b> PE	15 K75.
	PRESSURE ALTERUDE 414	,5°.'	*	k 4	,		
	MAXIMUM SPEED 2/83 M	ech: -Naximu	M_ ALTETU	DE 72-00	Ø FT; TI	his laver	and the
	MACH THIS FLICHT SO I	Timets. ti	DI.Z.	a, mon t	hīs fels	HF 207,	300 LBL,
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	DOOR OPERATION.		ייט וייע וייע	ie Diskapiele inc		VIKO 1	11 7
	2. TAKE OFF AND 1	HE MG, SALTO	, 400 10	AS LINE	WERE NOR	MALTICA	CCELER-
	ATION AND ALL SYSTEM	S OPERATION	WERE INC.	emal IG	2.8 MACH	AT WHI	ICH
	POINT A 180 DEGREE T	URN VÁS ACC	OMPLISHE	D FOR BE	TURM TO	BASE.	UPON
	ROLLING OUT OF TURN,		eng ag ed	AUTU PI	LOT ATTI	TUDE HE	LD
	AND ATHER MACH HOLD.	A MILD PIT	on oscil	LATION D	everorso	, *FULL	WED
	BY SHOOK EXPUESTOR OF	V THE LEFT	SIDE. T	CRWARD E	Y PASS D	oors To	OPEN
	NECKYTOSED THE SHORE	PRO INC. DO	ORS VERS	CLOSED	al <b>277</b> 8	MACH.	RETURN
	TO BASE OF DUE MADE	LAS COTRAL.	DURING	DESCENT	at Will	TARY PO	NEERs.
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## - C F O R E E

9741 (IN 67323)

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 OUT OFF POSITION AND THEN MID NON A/B HANGE RESULTED IN AN ENGINE

START AT 1.2 WACH, 375 KEAS AND 36,000 FT. THIS ENGINE HAD A HYDROGEN IGNITION SYSTEM INSTALLED. REMAINDER UF DESCENT, LANDING, AND CHUTE

DEPLOYMENT WERE NORMAL.

END OF MESSAGE

A 50 36	MFC. PSK
⊁ (-53 ° -	CLASSIFIED MESSAGE ROUTING
DATE	9007Z 16 DEC 64 5 E C R E 7 2 10 Commo
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FROM:	
ACTION:	
IHFO :	
	TOR: \$230 16 DEC 64
TO	INFO CITE DOGT
1 %	PRIORITY 9223
	OXCART FLTEST
	1. AIRCRAFT 122 MADE FLIGHT 83 ON 15 DEC 64, PILOT
7	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
<i>į</i> , ,	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
	NOTED AT THE HIGHER ALTITUDES. WHILE STRAIGHT AND LEVEL AT 1.4
3	TO 1.6 MACH THE ALTITUDE HOLD WAS ENGAGED WITH ADVERSE PITCH
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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, I 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 DUPING TUPN. COMMENTED C.G. 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 WE'RE MATCHED AT 350 KEAS 74.000 FEET. 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD AT 2.8 MACH PLUS OF MINUS .02 MACH IN 45 DEGPEE LEFT BANK. BEST OPERATION IN ARTICLE TO DATE. AT 2.0 MACH 375 KEAS PEDUCED POWER DROPPED R ENGINE. AFT BY-PASS OPEN. FORWARD OPEN. SPIKE AUTO. OPENED THROTTLE TO ONE HALF BEFORE ENGINE HAD DECELEPATED TO IDLE (5-6) SECOND. ROUGHNESS NOTED. 1 SHAPP 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

SFCFFT

- 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 KIEAS. 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
  ON 50,000 LBS INDICATED WHILE DESCENDING TO 24,000 FEET WHERE
  DISCONNECTED AT MINIMUM ALTITUDE FOR TANKER CLEARANCE. ACCELERATED

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			THE PERSONAL PROPERTY.		
	THE REPORT OF THE REAL PROPERTY.				
MASSES MESTER AZ BOTACI					
		200			

SECRET

9027 (IN-60813)

DUMPED FUEL. LANDING AND CHUTE NORMAL.

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 FER 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 DOVERCAST.

END OF MESSAGE

SECRET

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FROM:  ACTION:  TOR: 2357Z 63 DEC 64  PRIORITY  TO PRIORITY  TO OXCART FLIEST OPS  1. ARTICLE 122 MADE FLIGHT 81 ON 3 DEC 64, PILOT  TAKEOFF TIME 8932 FOR A FLIGHT 0F 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. ENG.  TAKEOFF GROSS WEIGHT OF 102, 100 LBS, CG: 21.7 PERCENT. TAKEOFF  DISTANCE 6480 FEET, TAKEOFF SPEED 220 KNOTS, TEMPERATURE 58 DEGRI  WIND CALM. MAXIMUM SPEED 3.07 WACH, MAXIMUM ALTITUDE 78,800 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. STABLIZED AT 787 DEGREES AT TAKEOFF. THE RIGHT ENGINE  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 TRANSONIC ACCELERATION WAS MADE LEVEL. AT 14,000 - 15,000 FEET	0 :	DIRECTOR	DOMESTIC TATO	I Burin	DIFA	
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9014 (IN 60777)

PAGE TWO

WAS OFF 15 DEGREES AND IFF INOPERATIVE. TRANSONIC ACCELERATION WAS POOR. AT 1.6 MACH AFT BY-PASS DOURS 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

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5-63 C. FENTIONS	OLASSITED MESSAGE	Annual Contraction of the Contra	ROUTING
PRESIDENT SEA NAST SERVICES S			557G, 7- <b>54</b>

- 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, THE ROLLER COASTER EFFECT INCREASED. A TRANSIT OCCURRED, WHEN THE AUTO PILOT WAS DISENGAGED, THAT POPPED THE SHOCK ON THE

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TIME TIME TO A COLUMN OF THE RESIDENCE	_	

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

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	FOLLOWI	ING INFO APPL	IES FLT 7	9, ARTICL	E 122:	DURATION	54	,
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END OF MSG

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- 1. 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.
- 2. PURPOSE OF FLIGHT: NEW FUEL CONTROL CAM ON LEFT ENGINE.

  12. IGNITION. DRIP TEB SYSTEM ON RIGHT ENGINE. AIR STARTS.
- 3. 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.
- 4. LANDING WAS NORMAL. MORE RELITES WILL BE ATTEMPTED ON NEXT FLIGHT.

END OF MESSAGE

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Offic 12d USE PREVIOUS 5-63 EDITIONS	CLASSIFIED MESSAGE		MFG. 7-83
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PRIORITY IN	FO	CITE	8541

- 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: THE AIRSTART FOR THE HYDROGEN IGNITION SYSTEM AND GATHER CAM DATA ON ENGINE TRIM. CONFIGURATION: STANDARD.
- 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 FREQUENCY, LOW AMPLITUDE VIBRATION BEGAN AT 2.0 MACH AND CONTINUED TO AROUND 2.4 MACH. AS 2.8 MACH WAS REACHED THE KEAS WAS REDUCED

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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

770' 12d	USE PREVIOUS EDITIONS	the areas made to the same and	-	THE STATE OF THE S	MFG. 7-64
William W		CLASSIFIED MESSAGE			ROUTING
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0	XCART OPS FLTEST				
	1. ARTICLE 122 MADE	FLT 77 ON 2 NOV 64. F	,ILC	OT:	TAKE
0	FF AT 13:14 HOURS FOR	52 MINUTES. GROSS WEIG	НТ	101,900 L	BS, C.G.
			( )		

- 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
  USED TO 1.3 MACH WHERE THE KEAS WAS REDUCED TO 375. AS 2.8 MACH
  WAS OBTAINED, THE KEAS WAS ALLOWED TO BLEED OFF TO 350. PRE-

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## S E C R E T

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

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TO PRIORITY INFO		CITE	8405
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1 ARTICLE 122 MADE	FLIGHT 76 ON 30 OCT	S4. PILOT:	
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- 1. 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:
- 2. 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,
  FORWARD BY-PASS DOORS FULL OPEN, POWER STABILIZED AT IDLE AND THE
  ENGINE SHUTDOWN WITH RPM STABILIZING AT 4500. A SMOOTH RELIGHT WAS

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OBTAINED AT 2.7 MACH AND POWER ADVANCEMENT TO MILITARY WAS SMOOTH.

A 350 KEAS DECELERATION WAS USED. THE DESCENT AND LANDING WERE

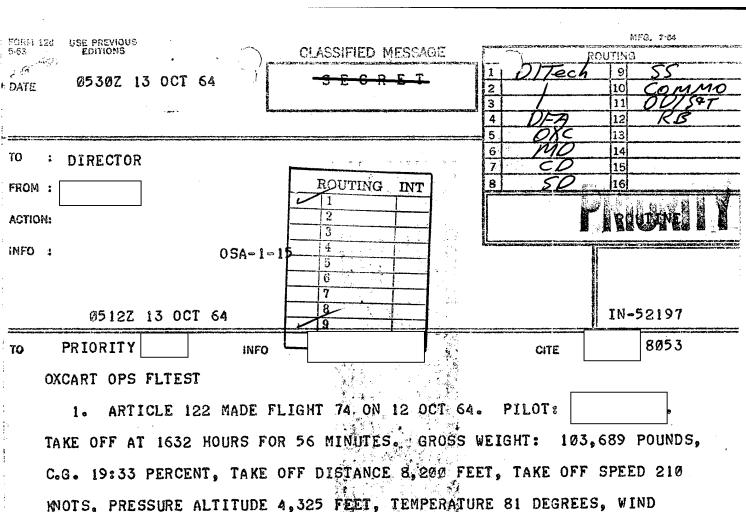
NORMAL. THE DRAG CHUTE DEPLOYED MOMENTARILY AND THEN SHREDDED.

THE CHUTE JETTISON WAS NORMAL.

END OF MESSAGE

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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.	
- Barana - B	
TAKEOFF SPEED 210 KTS, PRESSURE ALTITUDE 4320 FT, TEMPERATUR	?E
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. CONFIGUR	RATION
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 NO	ZZLE
FLUCUATION DEVELOPED AT 1.6 MACH AND CONTINUED TO 2.38 MACH.	
THE LEFT ENGINE POWER LEVER WAS RETARDED TO MILITARY POWER A	AND
THE EXHAUST NOZZLE FLUCUATION STOPPED. A SECOND ACCELERATION	N
WAS MADE AT 320 KEAS AND AGAIN EXHAUST NOZZLE FLUCUATION	
STARTED AT 1.6 MACH AND CONTINUED TO 2.33 MACH.	ERMINATED
THE TEST AT THIS POINT. DESCENT, LANDING AND CHUTE DEPLOYME	ENT
WERE NORMAL.	
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- 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 MOTS, 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 25 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.
- 2. 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 9,000 FEET AND ALSO LATER IN THE FLIGHT. EACH TIME, THE NUMBER 3 TANK WAS ALSO IN ERROR. LEFT NOZZLE INSTABILITY BEGAN AT 1.78 MACH

SECRET-

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

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FORM 124 USE PREVIOUS 5-63 EDITIONS	CLASSIFIED MESSAGE	pung Jaman arang arang	MFG. Figh
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I. ARIIULE 122	MADE FLT 73 30 S	EP 64. T. (	). TIME 0913	3 <sub>9</sub>

- 1. ARTICLE 122 MADE FLT 73 38 SEP 64. T. 0. TIME 8913,

  DURATION 1 HOUR 4 MINUTES. T.O. GROSS WT 183888 LBS, CG 29.9

  FERCENT. MAXIMUM MACH 2.82, MAXIMUM ALTITUDE 75,888 FT. T.O.

  DISTANCE 6588 FEET, T.O. SPEED 215 KEAS, WIND CALM, TEMP 49

  DEGREES F. PILOT PURPOSE OF FLIGHT: AFTERBURNER

  ELOWOUT INVESTIGATION.
- 2. EGT ON BOTH ENGINES SATISFACTORY THROUGHOUT FLIGHT WITH NO TRIMMING REQUIRED.
- 3. THE CARD CALLED FOR CLIMB TO M2.8 AND 400 KEEAS 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. AFTER REOPENING FORWARD AND AFT BY-PASSES AND CYCLING POWER ON THE RIGHT ENGINE, IT BECAME NECESSARY TO RECYCLE SPIKE AGAIN

SECRET.

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7822

PAGE TWO

AND THIS TIME IT RETURNED AFT AFTER RESTART.

- 4. THE MANEUVER WAS THEN REATTEMPTED AND THIS TIME INLET STALL OCCURRED AT M2.78 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

TG-M 126 USE PREMIOUS 5-68 ED/HONS	CLASSIFIED MESSAGE	Name of the Party	MFG. 7:04
DATE 1955Z 25 SEPT 64	A TO THE	1 D/Tech	9 SS 10 SD 11 Commo
TO : DIRECTOR FROM : ACTION:		4 DD/S47 5 D/FA 6 DXC 7 MD 8 CD	12 PR 13 14 15
TOR 2026Z 25 SEPT 64	7   3   9   10	5	IN 99277
TO PRIORITY INFO OXCART OPS FLIEST		CITE	7745

- 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
  ATION, MAXIMUM A/B WAS USED AND KEAS BROUGHT TO 330. THROTTLES

  WERE RETARDED TO MILITARY WITH A SMOOTH TRANSITION. THE RIGHT

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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

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FORM 12d	USE PREVIOUS CONTINUES	CLASSIFIED MESSAGE		MFG. 7-54
DATE	2123Z 17 SEPT 1964	SECRET	1 / //Tec/ 2 3 4 OFA	OUTING  9
TO : FROM :	DIRECTOR	ROUTING	6 PRIORITY	13 14 5 (6
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TO	PRIORITY INFO		CITE	7624
	OXCART OPS FLTEST			
#	1. ARTICLE 122 MADE FL	The second second		
	TAKEOFF AT 09:37 FOR 1 HOU	and the second s	•	
	106,100 LBS, C.G. 21.9 PER	and the second of the second o		•
·	TAKEOFF SPEED 212 KNOTS, P			
	63 DEGREES, WIND CALM. MA			
	76,000 FT, TIME OVER 2.0 M			7 C. W.
	2.98 MACH THIS FLT 20 MINU	TES. PURPOSE ACC	ELERATION AND	CRUISE
	AT 3.1 MACH WITH NO ENGINE IN AUTOMATIC OPERATION AND	் இடுப்புள்ளர். அண்ணுக்கின் நிரும் கொளர்ப்படும் நாரும். இது		
	ENTIRE FLT.			
	2. TAKEOFF AND CLIMB O	N 400 KEAS LINE A	ND MAXIMUM AF	TERBURNER
	WERE NORMAL. NO	TED THAT AFT BY-P	PASS STARTED T	O 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 DISAPPEA	RED IN
	A MATTER OF SECONDS. MILE			
	MOMENTARILY AT 2.8 MACH.	and the second of the second o		<i>M</i> , :
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MACH,	<u> </u>		RETAR	DED THR	OTTLES	TO MI	NIMUM	aftere	URNER	<b>,</b>
POSITI	ON.	HE C	RUISED	20 MIN	UTES A	T 3.01	MACH	USING	MINIM	IUM
AFTERE	BURNE	RS. '	THIS I	NCLUDED	A 180	DEGRE	E TURN	, 45 D	EGREE	BANK
AT 1.5	G° S.	DE	SCENT,	LANDIN	IG AND	CHUTE	DEPLOY	MENT V	VERE N	NORMAL.
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	4 450000	<b></b>	50 F0 C M A \ 1000		V	-		_	

- 1. 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: ACCELERAION AND CLIMB AT 400 KEAS TO M3.0 WITH NO ENGINE TRIMMING.
- 2. 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.
  - 3. 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 MI.1 THE TRIM LEVELLED OFF TO 2 DEGREES AND ACCELERATION IMPROVED SOMEWHAT BUT WAS STILL CONSIDERED POOR.

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THE CONTRACTOR OF THE PROPERTY				

7580 (IN 97369)

PAGE TWO

- 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.
- ( EGT'S DROPPED AS LOW AS 740 DEGREES BUT WERE NOT TRIMMED UP.
- ?. 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.
  - g. NORMAL LANDING WITH GOOD CHUTE.

    END OF MESSAGE

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	PARA 1	of referenc	E AS PERT	AINS TO CONFIGU	RATION IS C	HANGED	
	TO READ A	S FOLLOWS:	EVERY OTH	ER TUBE IN THE	BY-PASS DOO	RS	
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USE PREVIOUS EDITIONS	CLASSIFIED MESSAGE	MFG. 7-84
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TOR: 1941Z 11 SEP 64	9 0	SA 1-15
TO PRIORITY INFO		CITE 75.3.2
		7537
OXCART OPS FLTEST .		
1. ARTICLE 122 MADE	FLT 69 ON 11 SEP 64.	PILOT:
TAKEOFF AT 09:09 HOURS F	OR 51 MINUTES. GROSS	WEIGHT 100.200 LBS.
C.G. 19.4 PERCENT, TAKEO		
PRESSURE ALTITUDE 4190 F		
MAXIMUM SPEED 3.02 MACH,		
2.0 THIS FLT 25 MINUTES.		
TION TO 3.0 MACH WITHOUT		ONFIGURATION: EVERY
OTHER TUBE IN THE BY-PAS		
SCREENED TUBES BLOCKED O		
OVERBOARD. BY PASS DOOR		
TO MODULATE AIR.		Caronio Gogo
2. ENGINE EGT'S PRIO	R TO TAKE OFF WERE 810	DEGREES LEFT AND 803
DEGREES RIGHT. IMMEDIATE		
DEGREES. ACCELERATION FI		
	IS PERIOD, THAT THE F	
SHOWED 4 DEGREES DOWN AND		
1	5 E C R E I	7
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## SECRET

7537 (IN 96827)

PAGE TWO

SLICERS WERE PLACED IN "AUTO" AFTER TAKE OFF AND NOT RETURNED TO
"CLOSED" MANUALLY UNTIL DECERLERATING 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.

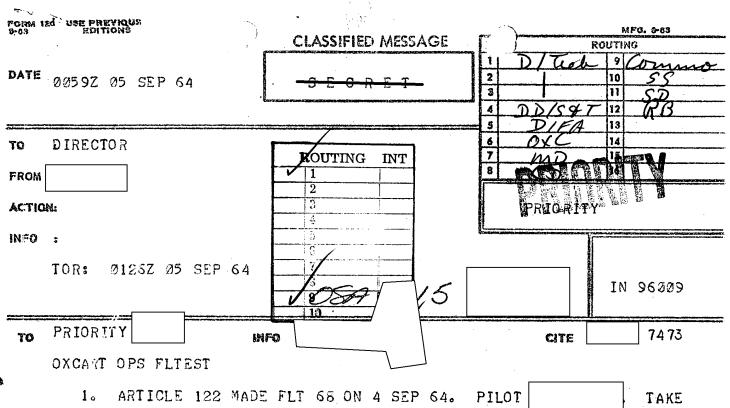
FUEL FLOWS CAME MORE IN LINE AND ACCELERATION IMPROVED AFTER TRIMMING.

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.



- 1. ARTICLE 122 MADE FLT 68 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. ACCELE-RATION THROUGH 1.0 MACH WAS SLOW WITH SETTING THE PITCH TRIM 4 DEGREES OUT OF NEUTRAL AT THIS POINT. ACCELERATION WAS NORMAL WITH VERY MILD ROUGHNESS AT 2.3 MACH. SHOCK EXPLUSION ON THE RIGHT AND THEN LEFT SIDE OCCURRED AT 2.57 MACH. AUTO RESTARTS

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7473 (IN 96009)

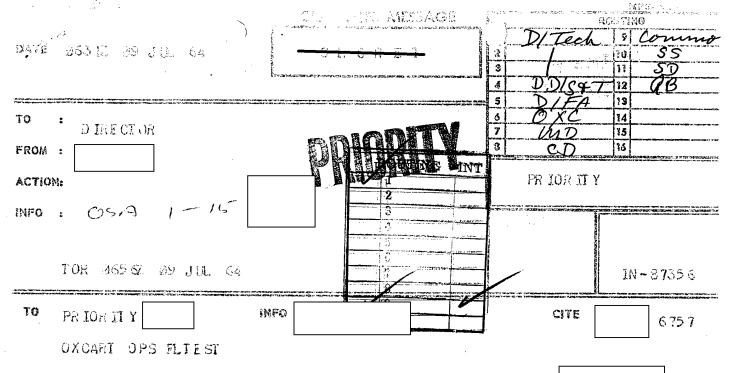
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PAGE TWO

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

END OF MESSAGE

5-69	EDITIONS		MFG. 6-63	er var
		CLASSIFIED MESSAGE	ROUTING	
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TO	IMMEDIATE H	WF0	CITE 7404	
<b>t</b>	OXCART			
• •	AIRCRAFT 122 NADE F	LIGHT 67, 1 SEPT 64,	PILOT TO TIME	
:-	0811, DURATION 47 MINU	TES. MAX MACH 2.71,	MAX ALT 75,000 FEET. T.O.	
	SPEED 205 KNOTS, DISTA	NCE 6300 FEET. PURPO	SE OF FLIGHT: ACCELERATION	Ń
:	TO MACH 2.7 TO CHECK A	UTOMATIC ONION SLICER	RS AND FUEL CONTROLS, ONE	
	BENDIX, ONE H-S.			
:	ENGINES WERE PRETRI	MMED AND WERE AT 820	DEGREES AND 775 DEGREES	
:	AT TAKEOFF, BOTH SETTL	ED OUT AT 800 DEGREES	5 DURING CLIMB BUT THE H-S	
	SLIPPED DOWN TO 766 DE	GREES AS ALTITUDE INC	CREASED. UPTRIMNED	
	H-S AT MACH 2.2, 2.4 A	ND 2.6 WHERE HE RAN C	OUT OF TRIM.	
	AT MACH 2.6 TO 2.7	ONION SLICER WAS HOV	ING AND APPEARED TO BE	٠
	WORKING SATISFACTORILY	, HOWEVER AT MACH 2.7	71 THE SHOCK POPPED, THE	
	BENDIX ENGINE WENT TO	840 DEGREES, NO AUTO	RESTART OCCURRED,	
i .	REDUCED THROTTLES TO I	DLE AND ENGINE REMAIN	NED AT 840 DEGREES, HE	
	INITIATED RESTART CYCL	E AND ENGINES RESTAR	TED. AT MACH 2.35 HE	
	RELIT AB'S, WENT ON AU	TOMATIC, ACCELED TO	MACH 2.6 AND RETURNED	
	HOME. 14,000 POUNDS O GOOD LANDING WITH SI	F FUEL REMAINED. OW CHUTE DEPLOYMENT.	END OF MESSAGE	
		CRET	A CONTRACTOR OF THE CONTRACTOR	



- TAKEOFF AT 17:21 HOURS FOR 58 MINUTES. GROSS WEIGHT 94,750 LBS,

  C.G. ZI PERCENT, TAKE OFF DISTANCE 5800 FT, TAKE OFF SPEED 205 KIS,

  PRESSURE ALT IT LDE 4420, TEMPERATURE 91 DEGREES, WIND 190/12-21.

  MAXIMUM SPEED 2.60 MACH, MAXIMUM ALT IT LDE 67,000 FT, TIME OVER 2.0

  MACH THIS FLT 30 MINUTES, TOTAL ACFT TIME 62 HOURS 26 MINUTES. PUR
  POSE: BENDIX FUEL CONTROL OPERATION OUT TO 2.6 MACH AND AUTOMATIC

  ONION SLICER OPERATION. CONFIGURATION: SPIKES AND ONION SLICERS

  AUTOMATIC, BY-PASS DOORS MANUALLY CLOSED.
- 2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE TO 2.2 MACH AND THEN ON THE 575 KEAS LINE TO 2.60 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, DECENT, LANDING AND CHUIE DEPLOYMENT WERE NORMAL. THE BENDIX FUEL CONTRAINTAINED RPM, FUEL FLOW, AND EGT WITHIN LIMITS THROUGHOUT THE FLT

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and the second and another second and the another second and the s	

WITHOUT MANUAL TRIM BY THE PILOT. ONION SLICER OPERATION WAS EX-CELLENT AND THE ENTIRE FLT WAS SMOOTH. LAC PERSONNEL WERE QUITE PLEASED WITH THE BENDIX FUEL CONTROL AND ONION SLICER OPERATION.

EDITIONS	CLASSIFIED MESSAG	E	MFG. \$68
DATE 2300Z 02 JULY 64	SECRET.	1 7754	10 commo
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TO PRIORITY INFO		СІТЕ	6657
OXCART OPS FLTEST			
1. ARTICLE 122 MADE 1	FLT 65 ON 2 JUL 64	PILOT:	TAKE
OFF AT 10:05 HOURS FOR 50	MINUTES. GROSS	WEIGHT 95,000	LBS. 6 G. 21
·	2.61 MACH, MAXIMUN	•	
PURPOSE: ACFT SYSTEMS OF	PERATION TO 2.6 MA	ACH WITH EMPHAS	IS ON BENDIX
FUEL CONTROLS AND AUTOMAT	IC ONION SLICERS.		
2. TAKE OFF AND CLIME	ON 400 KEAS LINE	E WERE NORMAL U	NTIL REACH-
ING 1.97 MACH AT WHICH PO	INT SHOCK EXPLOSI	ON OCCURRED ON	THE RIGHT
SIDE. RIGHT ONION SLICER	S TO FULL OPEN DI	D NOT CLEAR THE	E STALL, BUT
THE STALL CLEARED IMMEDIA	ATELY WHEN THE RIG	HT BY-PASS DOOR	₹S
WERE MANUALLY OPENED. AF	TERBURNER RELIGHT	S_WERE ACCOMPL	ISHED AT 1.85
MACH AND ACCELERATION INI	TIATED WITH RIGHT	ONION SLICERS	AND BY- PASS
DOORS OPEN. RIGHT ONION	SLICERS WERE PLAC	ED IN AUTO AT 2	2.2 MACH AND
THEN BY-PASS DOORS WERE C	LOSED. SHOCK EXPL	OSION OCCURRED	IMMEDIATELY.
OPENING BY-PASS DOORS ELI	MINATED THE STALL	. AND ACCELERATE	ION CONTINUED
TO 2.61 MACH. DURING DEC	ELERATION, THE RI	GHT BY-PASS DOC	ORS WERE
CLOSED AT 1.9 MACH WITHOU	T INCIDENT. DESC	ENT, LANDING WE	ERE NORMAL.
REPRODUCTION BY OTHE	S E C R E T  R THAN THE ISSUING OFFIC	E IS PROHIBITED. Con	y No.

6657 (IN 8650		
0021 (11/ 8020	7) <del>SECRET</del>	PAGE TWO
THE CHUTE RIPPED DU	RING DEPLOYMENT. THIS WAS AN OLD	TYPE CHUTE
(WHITE).	STATED THAT BENDIX CONTROLS WORK	ED VERY WELL
WITH ONLY MOMENTARY	DOWN TRIM REQUIRED DURING DECELE	ration.
END OF	MECCACE	

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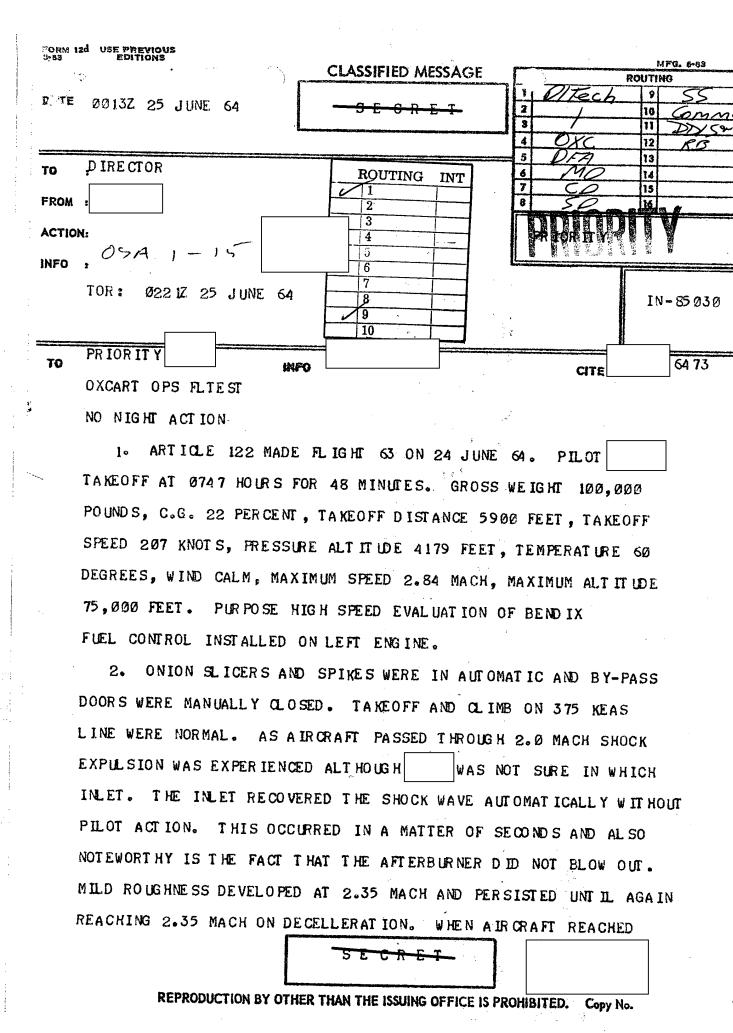
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- DATE	0011Z 30 JUN 64		SECRET	) D/7/3	ROUTING  10 55  11 5D  158712 B
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TO t	PRIORITY  OXCART OPS FLTE  NO NIGHT ACTION  1. ARTICLE	V	.T 64 ON 29 JUN 6		656
	105,000 LBS, C. SPEED 205 KTS, WIND 180-210/16	G. 22 PERCE TEMPERATURE WITH GUSTS	R 1 HOUR AND 2 M ENT. TAKE OFF DI 8 86 DEGREES, PRE 8 TO 23 KTS, MAXI PURPOSE: CONTRO	STANCE 7200 F SSURE ALTITUE	FT, TAKE OFF DE 4326 FT, 54,000 FT,
	2.6 MACH. CONF EGT LIMITS OF 8 2. TAKE OFF	'IGURATION: 60 DEGREES. 'NORMAL AND	TWO BENDIX FUEL	CONTROLS WIT	TH PASSING
	FELT AND CONFIR AT 1.95 MACH ON	MED BY THE	N FROM THE STAND CHASE ACFT. THE PT TO ACCELERATE TED AS NOT MODUL	RIGHT ENGINE TO 2.6 MACH.	E STALLED

SECRET

MACH. DESCENT, AND LANDING WERE NORMAL.

SLOW TO DEPLOY.

DRAG CHUTE WAS



## SECRET

6473 (IN-85030)

PAGE TWO

ST AT ED

2.8 MACH RIGHT ENGINE EGT AND RPM DROOP DEVELOPED.

THAT THE FUEL CONTROL TRIM LEVER APPEARED INOPERATIVE.

DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

3 F O R F T

MFO

OXCART OPS FLTEST

NO NIGHT ACTION

PRIORITY

TO

1. ARTICLE 122 MADE FLIGHT 62 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

ONION 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 ONION SLICERS.

CITE

6388

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

THE SECOND WAS MADE FROM .9 MACH TO 2.4 MACH, ONION SLICERS
"AUTO" AND BY-PASS DOORS THE SAME AS FIRST ACCELERATION.

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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 RELIT. DESCENT,
LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

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YO	PRIORITY		CITE	5695
; • w/	OXCART OPS FLTEST		end a tor	
	NO NIGHT ACTION			
	. ARTICLE 122 MADE	FLT 61 ON 7 MAY 64.	PILOT:	
	TAKE OFF AT 1451 HOURS	FOR 1 HOUR AND 14 MIN	NUTES. GROSS V	VE IGHT
	105,800 LBS, C.G. 21.5	PERCENT, TAKE OFF DIS	STANCE 6800 FT	, TAKE OFF
	SPEED 214 KNOTS, PRESSL	RE ALTITUDE 4495, TEM	IP 53, WIND 241	7/3.
	MAXIMUM SPEED 1.53 MACH	, MAXIMUM ALTITUDE 48	3,000 FT. PURI	POSE:
	TRANSONIC ACCELERATION	DATA COLLECTION. CHE	ESE GRATERS (S	SCOOPS )
	INSTALLED ON AFT END OF	TERTIARY DOOR HOLES.	REMAINDER OF	NACELLE
	CONFIGURATION STANDARD.			
	2. TAKE OFF AND CLI	MB THROUGH UNDER TUNN	NEL WAS NORMAL	. ONION
	SLICERS WERE PLACED 30	PERCENT OPEN FOR ALL	ACCELERATION A	AND
	DECELERATION CHECKS. S	PEED, POWER CHECKS WE	ERE MADE AT 379	KEAS.
	DESCENT, LANDING AND CH	IUTE DEPLOYMENT WAS NO	ORMAL .	
	3. ST ATED	ACCELERATION IMMEDIA	TELY AFTER TA	KE OFF SEEMED
	MUCH BETTER THAN NORMAL	ACCELERATION CHECH	KS ON 375 AND	350 KEAS
	LINES WAS NOT NOTICEABL	Y BETTER THAN NORMAL	. No	OT ED
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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 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

SECRET

FORM 18	CLASSIFIED MESSAGE	ISPA, CACA
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To	7 M	/F/A   13   X C   14   A D   15
FROM	ROM 2 8 C	
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INFO	VFD:	
	TOR: 2341Z 29 APR 64	IN 76067
TO	TO PRIORITY INFO	GITE 5533
<i>y</i>	OXCART FLTEST OPS	
2.	NO NIGHT ACTION	
	1. ARTICLE 122 MADE FLIGHT 60, 29 APR 64. PILOT	
. [	TAKEOFF TIME 0753 HOURS TIME, DURATION OF	VE HOUR
'	AND ONE MINUTE. TAKEOFF GROSS WEIGHT 105,000 POUNDS,	. C.G.
	22 PERCENT. TAKEOFF DISTANCE 6,400 FEET: TAKEOFF SI	PEED
	210 MNOTS, TEMPERATURE 51 DEGREES. MAX SPEED M 2.92,	MAX
	ALTITUDE 81,000 FEET. PURPOSE OF FLT: SPEED EXTENS	ION
	OF FULL PLASTIC CONFIGURATION. THE CONFIGURATION WAS	<b>5</b> .
	STANDARD EXCEPT FOR ONION SLICER AND REMOVAL OF SECON	ND ARY
	BLOW- IN DOORS IN NACELLES.	
	2. ENGINES WERE TRIMMED TO 800 DEGREES ON RUNWAY.	
· ·	ACCELERATION WAS SLOW REACHING MACH 2.0 WITH 30,000 I	
	FUEL REMAINING. ACCELERATION AND CLIMB WERE CONTINUI	
:	MAC' 2.92 FOLLOWED BY MILITARY POWER DECELERATION WI	
<b>!</b>	DOCRS AND SPIKES IN AUTOMATIC. DESCENT WAS SMOOTH W	
	OF BUFFETING. A NORMAL LANDING WAS MADE WITH GOOD CI	
eru	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.

DATE 2004 29 APR 64	CLASSIFIED MESSAGE	ROUTING  1 D 75 (1 9 5 5 10 CO 177 8 13 11 DD 5 4 7 12 5 7 15 13 13 13 13 13 13 13 13 13 13 13 13 13
TO :DIRECTOR  FROM :  ACTION: OSA (	ROUTING INT	14 7 15 8 D 16
OXCART OPS FLIEST  NO NIGHT ACTION	CLET SO ON OF ADR CA	CITE 5513

- I. 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 AT 2.6 MACH AND SHUT DOWN AT 2.2 MACH. THE ENGINE BEGAN BURPING AT

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## 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.

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( <del>2</del> .	1. ARTICLE	122 MADE FLIGHT	58 ON 22 APR 64	A. PILOT	
	TAVE OFF AT GO!	a voude con so	KTUUTERA ADAAA		
	IARE OFF AL WOL	פכ אטין פאטטא פ	MINUTES. GROSS	WEIGHT 107,7	90 POUNDS.
	C.G. 20 PERCENT	, TAKE OFF DIST	ANCE 6800 FEET,	TAKE OFF SPE	ED 210
	WATE PORCHIOR	ATTTUNE ASOM	FEET, TEMPERATU	or sa neonero	· Lithin
	MOIDS TREDDUKE	ALITIONE 4720	recis iemrekaiu	TE JA DEGREES	9 WIND
	CALM, MAXIMUM A	LTITUDE 65,000	FEET MAXIMUM SPI	EED 2.3 MACH.	PURPO SE:
	EVALUATION OF M	ODIFIED REVOLVE	R SHOCK TRAP EX	ा क्री -	
	4.5	$\langle T^{(1)} - T^{(2)} \rangle = \{1, \dots, r\}$			
	2. ACCELERA	TION WAS MADE T	0 2.3 MACH WHERI	E THE RIGHT O	NION
**	SLICERS WERE OP	ENED. BY PASS D	OORS OPENED, ANI	SPIKE PLACE	D FORWARD.
1	RIGHT ENGINE WA	S BROUGHT TO ID	LE AND REMAINED	SMOOTH. AT	2.0
	MACH THE RIGHT	ENGINE WAS SHUT	DOWN. ROUGHNES	SS OCCURRED A	T 5100
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×,	KPM. THREE UNS	UCCESSFUL RESTA	RTS WERE ATTEMP	LED IN ROUGHN	ESS.
	A SUCCESSFUL ST	ART WAS MADE AT	1.6 MACH. DUR	ING ATTEMPT T	O ACCELERATE
	TO MILITARY, IN	GINE STAILS OCC	URRED. BY-PASS	DOORS WERE P	I ACED
	10 III LEZE MICE TO	GINE DIALED COO	ONNEDO DI HOD	DOOND WENE I	LHOLD
,	IN "AUTO" AND T	HE STALLS CLEAR	ED. AN AUTO SE	QUENCE FUEL F	EED
	PROBLEM DEVELOP	ED AT THIS TIME	SO THE PILOT RI	ETURNED TO BA	SE.
	DESCENT, LANDIN	G AND CHUTE DEP	LOYMENT WERE NO	RMAL.	
	END OF MESSA	GE -	-A-D-E-T		. 7
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NO NIGHT ACTION	,		·

- 1. ARTICLE 122 MADE FLT 57 ON 21 APR 64. PILOT
  TAKEOFF AT Ø813 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.

  PILOT RETURNED TO FIELD FOR A NORMAL LANDING AND NORMAL DRAG CHUTE

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PAGE TWO

5391 IN--74530

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

RON $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
O : DIRECTOR 14 15

- 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 MCAH.
- 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. POWER HALFWAY BETWEEN MINIMUM AND MAXIMUM AFTERBURNER WAS REQUIRED.

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

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NO NIGHT ACTION

- 1. ARTICLE 122 MADE FLT 55 ON 15 APR 64. FILOT: 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 ONION 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 ONION 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, ROTARY ACFT OSCILLATIONS OCCURRED. CHANGING SAS CHANNELS HAD NO EFFECT BUT WHEN THE POWER WAS REDUCED, THE OSCILLATIONS STOPPED.

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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.

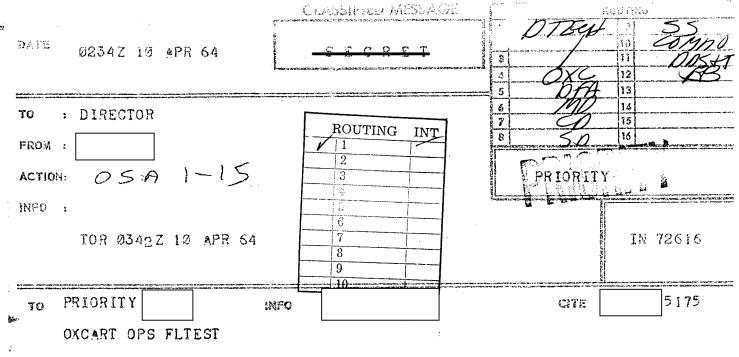
- TAKE OFF AT 0806 HOURS FOR 54 MINUTES. GROSS WEIGHT 106,000 POUNDS, C.G. 21 PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 213 KNOTS, PRESSURE ALTITUDE 4044 FEET, TEMPERATURE 54 DEGREES, WIND CALM, MAXIMUM SPEED: 2.45 MACH, MAXIMUM ALTITUDE: 74,000 FEET. PURPOSE: EVALUATION OF SHOCK TRAP BAFFLE AND PEVOLVER BY-PASS DOORS.
- 2. ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF. TAXE 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 AND AND 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 ONION SLICERS AND BY-PASS DOORS WERE OPENED AND THE ENGINE REMAINED SMOOTH. THE ENGINE WAS SHUT

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5241 (IN-73352)

PAGE TO

DOWN AT 2.03 MACH AND ROUGHNESS OCCURRED. MOVING THE SPIKE FORWARD DID NOT CURE THE ROUGHNESS. THREE JKSUCCESSFUL 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 CHUIE DEPLOYMENT WERE NORMAL.



NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 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. THE RIGHT ENGINE WAS SHUTDOWN AT 1.70 MACH AS PRE-PLANNED.

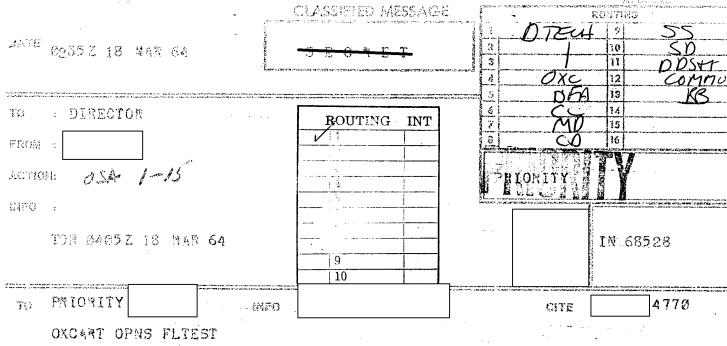
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5175 (IN 72616)

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

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NO NIGHT ACTION

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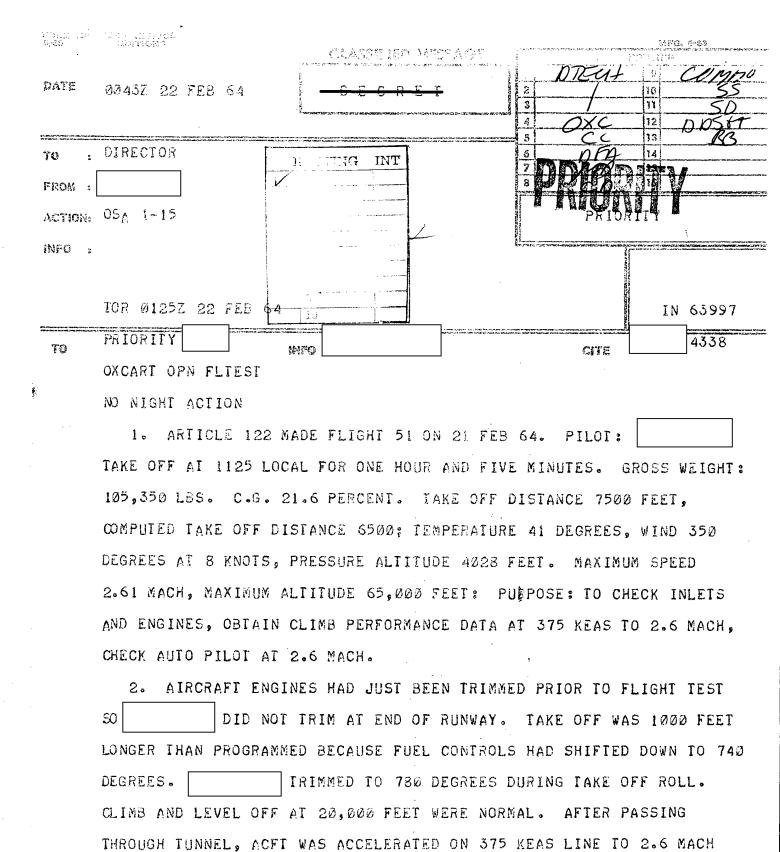
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- ARTICLE 122 MADE FLIGHT 52 ON 17 MAR 64. PILOT: TAKE OFF AT 0937 HOURS FOR ONE HOUR AND 14 MINUTES. GROSS WEIGHT: 119,900 POUNDS C.G. 21 PERCENT, TAKE OFF DISTANCE 7500 FEET. TAKE OFF SPEED 205 KNOTS PRESSURE ALTITUDE 4200 FEET. TEMPERATURE 53 DEGREES, WIND 320/5 KNOTS, MAXIBUM SPEED: 2.6 MACH, MAXIBUM 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, SUT THE SHOCK POPPED. SPIKE FORWARD REGAINED SHOCK AND INLET WAS SHOOTH 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 ENGAGED BUT WITHIN 30 SECONDS SAS "E" PITCH CHANNEL KICKED OUT.

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	UTOPILOT TEST WAS DISCON		LING SAS "B" PITCH TERMINATED THE FLIG	HT
	AT THIS POINT. DESCENT			
3 c	THIS AIRCRAFT NOW HAS			
	REDUCTIONS ON THE RIGHT IMMED LOUVRES, WERE INCO		STATED THAT THE	
SPIKE	/BY PASS DOOR CONTROLS W END OF MESS			

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AND 65,000 FEET PILOT NOTED A HIGH PITCH DUCT BUZZ WHILE ACCELERATING

## 9 F C D E T

IN 63997 4338	PAGE 2
THROUGH 1.39 MACH. INTERMITTENT "L" HYDRO SYSTEM OSCIL	LATIONS
FROM 200-800 PSI NOTED BETWEEN 1.7 AND 2.6 MACH. ACFT	INLET
ROUGHNESS ENCOUNTERED AT 2.01 MACH AND CONTINUED THROU	GH 2.6
MACH. LEFT SPIKE MANUALLY FORWARD ALLEVIATED ROUGHNES	s condition.
AUTO PILOT OPERATION CHECKED AT 2.6 MACH; ATTITUDE HOL	D OPERATION
GOOD, MACH HOLD PLUS/MINUS . Ø2 MACH: ACFT ROLLED INTO	30 DEGREE
BANK WHEN HEADING HOLD WAS ENGAGED. DESCENT, LANDING	AND CHUTE
DEPLOYMENT WERE NORMAL. STATED THAT CHUTE D	EPLOYMENT
WAS SMOOTHER THAN USUAL DUE TO NEW PARA-SAIL (PILOT CH	HUTE). THIS
PILOT CHUTE IS LARGER THAT OLDER CONFIGURATION AND IS	SPRING LOADED
TO SPEED DEPLOYMENT.	

END OF MESSAGE

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- 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 205 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 TO START HIS TURN AT M 2.0. DURING THE TURN HIS EGT DROPPED RAPIDLY AND HIS SUN SHADE DROPPED DOWN, SO BETWEEN THE TWO HE WAS DOWN

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TO 320 KEAS BEFORE HE STARTED RECOVERING SPEED AND GETTING BACK
TO 375 KEAS. HE MOLLED OUT OF TURN AT 375 AND ACCELERATED POORLY
TO M 2.52. THE SPIKES SCHEDULED OX 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.

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1. ARTICLE 122 MADE FLIGHT 49, 4 FEB 64. PILOT TAKEOFF TIME 0844 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. PRIOR TO TAKEOFF BOTH ENGINES SETTLED OUT AT 746 DEGREES.
- THIS WAS THE HIGHEST TAKEOFF WEIGHT TO DATE. 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 WITHIN 1000 POUNDS OF THE MAXIMUM WEIGHT POSSIBLE AS STATED BY LAC FLIGHT TEST PERSONNEL. THIS HAS NOT BEEN

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aneaked our	WITH	Burbank.

4. TAKEOFF WAS GOOD BREAKING GROUND AT 8300 FEET AT 289 KIAS.
DURING TAKE OFF PITCH MONITOR LIGHT CANE ON BUT RESET OK. WADE AB
CLIMB TO 20,000 FEET THEN PASSED UNDER TUNNEL AT MILITARY, CONTINUE
CLIMS ON FAR SIDE IN AB TOPPING OUT AT MACK 2.69 IN THE TURN
NEAR APPROXIMATELY 35 MINUTES AFTER TAKE OFF.
THE CLIMB ACCELERATION WAS NADE AT A CONSTANT 360 KEAS. AFTER
REACHING MACH 2.69 THROTTLES WERE REDUCED TO ONE HALF AB AND CON-
SIDERABLE BURNER ROUGHNESS WAS NOTED WHICH WENT AWAY AFTER ROLLING
OUT OF THE TURN AT HE THEN PROCEEDED SOUTH TO
REACHING THERE WITH 25,000 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 PARA-SAIL 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

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	OXCART OPS FLTEST			·		<del></del> .
	NO NIGHT ACTION		*	:		

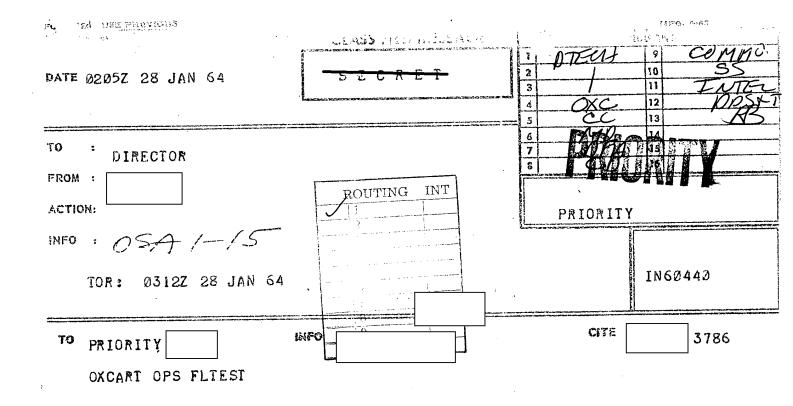
- 1. ARTICLE 122 MADE FLT 48 ON 3 FEB 64. PILOT:

  TAXE 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 DRAG CHUTE WAS SLOW TO DEPLOY.

END OF MESSAGE	
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- 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. 20.8 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

  NORMAL.

	3.	MODE	X	AND	MODE	3	IFF	IND	IC	ATE	D A	MALFUNC	TION	ВҮ	TRANS-
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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

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FLTEST OPS

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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

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OXCARI OPS FLIEST

NO NIGHT ACTION

- 1. ARTICLE 122 MADE FLIGHT 45 CN 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.
- 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 SPIKE MOVEMENT. TEST WAS TERMINATED AT THIS POINT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

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3616 (IN 59186)

SEGRET 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

Jes this a sensor soos scheduling problem? Whose fault? 8701 (IN 69568)

PAGE TWO

INGE. IN AN ATTEMPT TO LEARN MORE ABOUT THIS CONDITION, INCREMENTAL FUAL BY PASS DOOR CONTROLS WILL BE INSTALLED NEXT WEEK AND I FULL GUESS INCREMENTAL MANUAL SPIKE CONTROLS WILL BE THE NEXT IP. IN EFFECT THE PILOT AND ACFT ARE DESIGNING THE INLETTEDULE.

- 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
- 5. 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.
- I. 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.

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- ARTICLE 122 MADE FLT 6, 8 MAR 63. DURATION 34 MINUTES SPEED W 2.45, MAX ALT 62,000 FEET PLUS. T.O. GROSS WEIGHT 00 POUNDS, CG 21.7 PERCENT, PILOT LOU SCHALK. PURPOSE OF WAS EXTENSION OF THE FLT ENVELOPE AND HIGH MACH STABILITY KS.
- . AB TAKEOFF AND CLIMB TO 38,000 FEET FOLLOWED BY
  LERATING CRUISE TO MI.8. A TURN WAS THEN INITIATED AT
  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. ILITY CHECKS WERE WADE AT .: MACH INCREMENTS WHILE LERATING. A NORMAL LANDING WAS WADE.
- . THE EYPASS DOORS WERE INTENTIONALLY HELD IN A ONE AND ONE-HALF OPEN POSITION BY STOPS WHEN THE CONTROL WAS MOVED TO CLOSED.

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PERMITTED FOR NAMES SETTED TO BE REACHED. THE SPIKE SCHEDULE AGAIN OF WADIFIED SER THE MEAT BLY AND THE BYPASS DOORS IN ALSO MAY BE CRASSED SLIGHTLY. LAC HOPEC TO REACH 6 2.8 HIS PROCEDURE WHILE WAITING FOR THE REDERIGNED INLET CORNTOLS, WE ONE TO TWO WEEKS.

. ARTICLE 125 IS AIRBORNE AT THIS MONMENT IN AN INSTEST.
CLE 125 IS SCHEDULED FOR 1230 HOURS LOCAL TIME, ARTICLE 121 CHEDULED FOR 1800 HOURS LOCAL TIME 8 MAR 63.

END OF MESSAGE

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70 8 20 50 of Feb. 4

- 1. ARTICLE 122 HADE FLO 5. 3 HAR 65. DURATION 56 MINUTES.
- OSC WEIGHT TO, SUB FOUNDS, MAX ALT 62, SUS PLUS. PILOT

TAIN ADDITIONAL LATERAL - DIRECTIONAL STABILITY DATA.

- 3. AB TAKEOFF, FOLLOWED BY CLIMB TO 32,000 FEET AND

  16 REAS, CRUISE TO TO MILLS NORTH OF AND THEN TURNED BACK

  WARD BASE. WITH 24,500 FOUNDS OF FUEL REMAINING HE THEN ACCEL
  1ATED FROM N 1.49 TO M 2.35 AT 62,00 FLUS FEET WHEN FLT WAS

  IRMINATED.
- S. THE BY FASS DOORS WERE PUT ON AUTOMATIC AT M 1.8 AND
  HEREAFTER THEY FLUCTUATED BETWEEN OPEN AND PARTIALLY CLOSED
  HETICULARLY ON THE LEFT ENGINE. THIS PRESUMBLY CAUSED A
  LIGHT YAW TO THE LEFT WHICH IN TURN CAUSED THE SPITTING OUT OF
  HE SHOCK ON THE LEFT SIDE. THRUST THEREFORE STARTED TO DECAY
  I THAT SIDE ALTROUGH NO ROUGHNESS, COMPRESSOR STALL, OR AS SLOVGUT

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- ID MG MONBER POWELERSTILL
- TO AT THIS PORMS THE PEROT STARTED TO BEY NOT AND WAS FORCED STORED TO START OF THE OFFICE OF THE AREASE THE LIBERT OF THE RESAMENTS.
- THESE IN THEM LED TO THE COSSETT OVERWEAT. IT WILL BE USSELVE TO CHARGE THE GEAR BOX WHICH BILL POSTFORE FURTHER FLYING HES UNTIL FRIBAY ON SATURDAY.
- I. NUMBER 124 WADE A STOOND FLIGHT TODAY 5 BAR 83 WHICH WILL IEFONTED LATER.
- 4. 125, 124 AND 125 ARE ALL SCHEDULED FOR S WAR 65. ENGINE FOR 125 ARE BRIDG DOME THIS AFTERNOOR.

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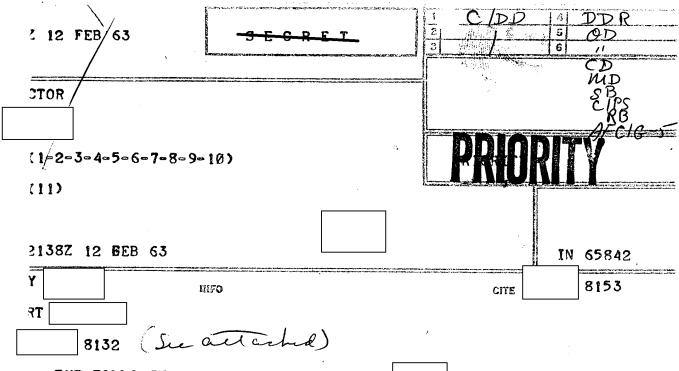
CHALK. T.O. GROSS WEIGHT: 90,000 LBS. 21.7 PERCENT CG.

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.

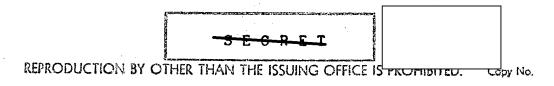
DUCT BUZZ FROM 1.98 MACH NUMBER TO 2.24. INTERMITTENT AB
ATION FROM 2.16 TO 2.24 MACH. DUCT BUZZ DISAPPEARED DURING
LERATION. LANDING WAS MADE HEAVY WITH 12,000 LBS OF FUEL.

ING NORMAL WITH PROPER DRAG CHUTE OPERATION.

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- THE FOLLOWING CORRECTION IS MADE TO 8132, 8 FEB FLIGHT 3 OF ARTICLE 122: THE MAXIMUM VELOCITY REACHED MACH 2.29 AT 61,600 FEET.
- 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



PAGE TWO

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

DURING ROUTINE INSPECTION FRIDAY NIGHT THE FOD WAS DISCOVERED INGINE 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 PECT AT THE MOMENT, TO MY MIND, IS A PIECE OF HEAVY RUBBER IATOR HOSE WHICH IS PLACED ON THE NOSE GEAR UP-LOCK WHEN AIR-FT IS ON THE GROUND TO PROTECT GROUND PERSONNEL FROM HEAD INJURIES. THIS WERE INADVERTENTLY LEFT IN PRIOR TO TAKEOFF IT COULD EASILY KE OFF AND BE INGESTED DURING TAKEOFF RUN. THIS IS THE ONLY M I CAN FIND WHICH MEETS THE APPARENT REQUIREMENTS I.E. SOMETHING I AND FIRM LIKE A RUBBER MALLET PLUS SOME SMALL HARD METALLIC T. THIS ITEM IS FIRM RUBBER - FABRIC HOSE WITH ONE SCREW DING A RED STREAMER. SOME PERSONNEL FEEL THIS IS LOGICAL OTHERS FEEL IT COULDN'T POSSIBLY HAPPEN. HOWEVER, AT THE MOMENT HAVE 5 AIRPLANES AND ONLY 4 OF THESE ITEMS.

5. THE FOD	TO DATE AT	[ ]	S AS FOLLO	)\\S:
INE NUMBER	ENGINE	DAMAGE	ARTICLE	HOURS
:072	J-75	MAJOR	124	65
:096	J-75	MAJOR	121	28
1143	J-75	MAJOR	124	20
2164	J-75	MINOR	124	

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## SEGRET

	8153(IN	65842)			PAGE THREE
3203	3	J-58	MINOR	121	
320	7	J <b>≂5</b> 8	MAJOR	122	
321	9	J~58	MAJOR	122	
321	2	J-58	MAJOR	122	-
6.	LAC IS	INSTITUTIN	G MORE STR	INGENT MAINTENANCE	RULES, MORE
ECK	S LISTS,	AND IS X-R	AYING THE	NACELLES OF EACH ACI	FT HERE AT
£	IN A	STRONG ATT	EMPT TO RE	DUCE OR ELIMINATE TI	HIS PROBLEM.
			END	OF MESSAGE	

PRECIPITATED BY PUTTING BLEEDS ON AUTOMATIC.

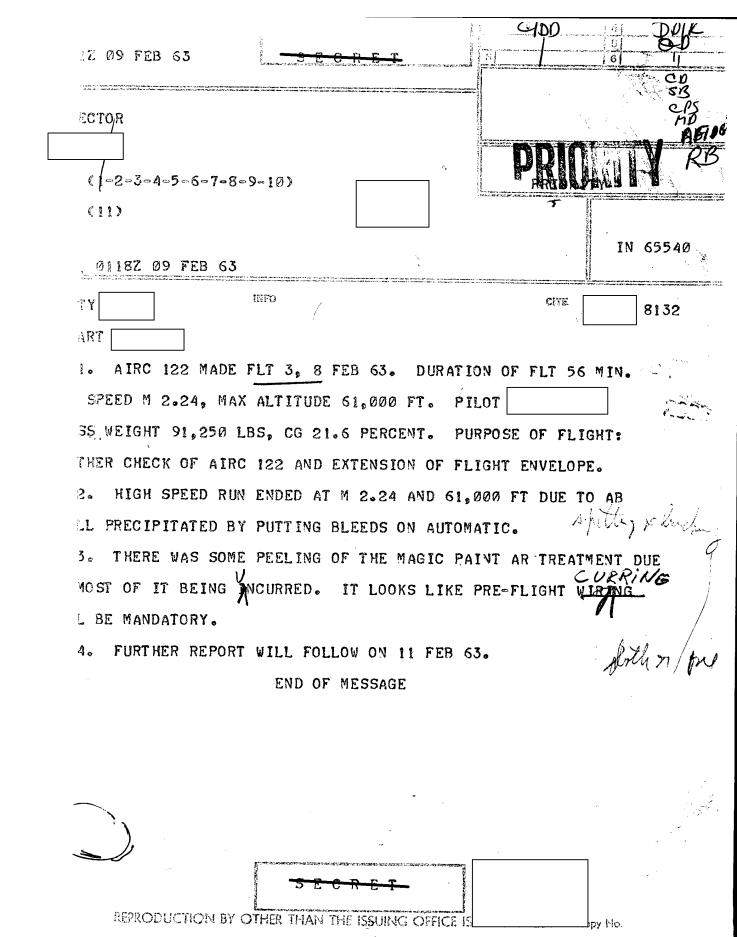
THERE WAS SOME PEELING OF THE MAGIC PAINT AR TREATMENT DUE IST OF IT BEING UNCURRED. IT LOOKS LIKE PRE-FLIGHT CURING SE MANDATORY.

FURTHER REPORT WILL FOLLOW ON 11 FEB 63.

END OF MESSAGE

RECTED PER J. PARANGOSKY

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Y NEFO	CITE 8070

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.

AKEOFF 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,

LAND EMERGENCY SYSTEM. INLET SYSTEMS LIGHTS CHECKED OK.

TANK SEQUENCING AND TRANSFERRING CHECKED OK. DUMPED FUEL OK.

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3070 (IN 65211)

PAGE TWO

CONDITIONING CHECKED - WORKED FINE FIRST HALF OF FLIGHT RTED GETTING WARM AIR DURING LAST PART OF FLIGHT. PILOT HAPPY
HENGINE PERFORMANCE - LIKED EXCELLENT RESPONSE WHICH MAJOR
ROVEMENT OVER J-75°S. NEXT FLIGHT SCHEDULED FOR 7\*FEB.

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7749 (IN 62564)	PAGE	TWO
VATE SPIKES, REPAIR AIR CONDITIONING SYSTEM AND	REPLAC	E
AND TURBINE INLET TRIMMER HARNESSES OM NBR 2 ENG	INE.	A/R
ENTS ARE BEING DEFERRED UNTIL IS	AVAILA	BLE.
A ACET FURNISHED CHASE		

END OF MESSAGE

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A.C. Landingham	Cardsonor (versione	MFG. GOV EDUTIES
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OXCART OPS FLTEST

NO NIGHT ACTION

- 1. ARTICLE 122 MADE FLIGHT 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 DECCELERATED TO 1.35 MACH.

FIRST RE-LIGHT ATTEMPT WAS UNSUCCESSFUL. SECOND ATTEMPT WAS SUCCESSFUL, BUT AIRCRAFT HAD DECCELERATED TO .9 MACH AND HAD DESCENDED TO 29,000 FEET. PROGRAMMED ENGINE SHUTDOWN AT 2.2 MACH

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IN 58884

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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.

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- TAKE OFF AT 1101 FOR 53 MINUTES. GROSS WEIGHT: 100,000 POUNDS OF 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 CLINB 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.

  PROCEDURE AS ABOVE CLEARED STALLS, BUT STALLS OCCURRED AGAIN EACH

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

5-65	EDITIONS	CLASSIFIED MESSAGE	Contraction of the contraction o	
DATE	Ø153 Ø9 JAN 64	S E C R E T	1 D/Tea 3 1 4 DD/S97	<del></del>
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	OXCART 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.

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OXCART OPS FLTEST			
NO NIGHT ACTION			<u>.                                    </u>
1. ARTICLE 122 MA	DE FLT 41 ON 6 DEC	63. PILOT:	TAKE
OFF AT 11:42 HOURS FO	R 49 MINUTES. GROS	SS WEIGHT 91.600 L	BS <sub>2</sub> C <sub>2</sub> G <sub>4</sub>

- 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 RELIGHT OBTAINED. MACH TRIM WAS VERY POOR, REQUIRED A LARGE AMOUNT
  OF FORWARD PRESSURE TO OVERCOME. DESCENT, LANDING AND CHUTE NORMAL.

END OF MESSAGE

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NO NIGHT ACTION

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B-53	•	<b>EDITIONS</b>		(	CLASSIFIED MESSAGE		The same of the sa	SECTION SECTIONS	4FG. 8-83	P-GRAPH C-CANADA
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	ОХ	CART	FLTEST	OPS						

- 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
- 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.

S E C R E I	

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TO PRIORITY IN	FO	CITE	2764
OXCART FLTEST OP	S FLT 39 27 NOV 63. DUR	ATION 35 MIN	Т- 0-

- 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.

E. O. M.

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NO NIGHT				e e e e e e e e e e e e e e e e e e e			
1. A	RTICLE 122 M	ADE FLIGHT	38 ON 26	NOV 63.	PILOT:		
TAKEOFF	AT Ø847 HOUR	S FOR ONE H	OUR AND	TWO MINU	ITES. GROS	S WEIGH	iT
91,000 L	BS, C.G. 20.2	2 PERCENT.	MAXIMUM	SPEED 2	.35 MACH,	MAXIMUM	i
ALTITUDE	65,000 FT.	PURPOSE:	ACCELERA	TE ON 48	Ø KEAS LIN	E TO IN	ILET
ROUGHNES	S, BACK-OFF	TO 375 KEAS	, RETARD	ONE THE	OTTLE TO I	DLE, IF	
A STALL	DID NOT DEVE	LOP, SHUT D	OWN THE	ENGINE A	ND ATTEMPT	RELIGH	IT.
2. T	AKE OFF AND	CLIMB ON 40	Ø KEAS L	INE TO 6	5,000 FT W	ERE NOR	MAL.
DURING T	HE LEFT TURN	AT 65,000	FT AND 2	.35 MACH	FOR RETUR	N TO BA	SE,
THE "L"	HYDRO SYSTEM	STARTED TO	FLUCTUA	TE AND T	HEN THE LE	FT ENGI	NE
A'B BLEW	OUT. SPIKE	S WERE PUT	TO FORWA	RD POSIT	ION AND TH	E BY-PA	ISS
DOORS WE	RE OPENED.	INLET ROUGH	INESS AND	ENGINE	SURGE PERS	ISTED U	NTIL
ACFT DEC	ELERATED TO 2	2.1 MACH, A	VB WAS R	ELIT AT	THIS POINT	. WHEN	}
ACFT HAD	ACCELERATED	TO 2.35 MA	ACH <sub>9</sub> THE	LEFT ENG	INE STALLE	D AGAIN	l.
	TERMINATED	THE TEST C	CARD AND	CHECKED	OUT MACH H	OLD AT	1.95
MACH, S	YSTEM HELD A						
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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 STOPPENG.

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	OROHAL PELLOT OF D	***		
	NO NIGHT ACTION			
	1. ARTICLE 122 MADE FLT 3	7 ON 21 NOV 63.	PILOT	
	TAKEOFF AT 1524 HOURS AREA TI	IME FOR ØØ:47 MI	NUTES. GROS	S
	WEIGHT 90,000 POUNDS, CG 22 F	PERCENT. MAX SP	EED: 2.64 M	ACH,
	MAX ALTITUDE 70,000 FEET. PU	JRPOSE: EVALUAT	ION OF 160 S	Q
	INCH SLOTTED OPENING IN ENGIN	NE TO NACELLE AD	APTER RING.	_
	2. TAKEOFF, CLIMB AND CRU	JISE AT 2.2 MACH	TO	
	WERE NORMAL. AFTER 180	DEGREE TURN, A	CFT ACCELERA	TED
	TO 2.64 MACH AND 70,000 FEET	AT WHICH POINT	ROUGHNESS	
	DEVELOPED. LEFT ENGINE WAS F	RETARDED TO IDLE	AND STALL	
	DEVELOPED. THROTTLE ADVANCED	TO MIL POWER,	STALL CEASED	AND
	SPEED INCREASED TO 2.5 MACH.			ED
	TO IDLE AND STALL DEVELOPED.			
	1.9 MACH, ROUGHNESS CEASED.	DESCENT WAS MAD	E FROM 64,00	Ø
	FEET ON 300 KEAS LINE WITH LI	· ·		
	DIFFICULTIES ENCOUNTERED. F	INAL DESCENT, LA	NDING AND CH	UTE DEPLOYMENT
	WERE NORMAL.			
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	NO NITE ACTION					
	1. ARTICLE 122 MADE I	FLIGHT 36 ON 16	NOV 63	SECOND FL	T OF	
	DAY). PILOT	TAKE OFF AT 12:	42 HOUR	S FOR 56 N	INUTES.	•
	GROSS WEIGHT 89,600 POUND	OS. CG 21.8 PER	RCENT.	MAXIMUM SF	PEED 2.4	45
	MACH AND MAXIMUM ALTITUDE	E 64,000 FEET.	PURPOSE	ENGINE	RE-LIF	НТ
	JUST BELOW INLET PROUGHNE	ESS SPEED (APPRO	X 2.4 M	ACH),		
	2. TAKE OFF AND CLIME	3 ON 400 KEAS L1	INE TO 2	4 MACH WE	RE NOR	MAL.
	CLIMB SPEED WAS REDUCED 1	TO 375 KEAS IN F	PREPARAT	ION FOR EN	IG INE	
¥	RELIGHT OPERATION. THE	L" HYDRALIC SYS	STEM GAG	E STARTED	A RAPII	)
· ·	FLUCUATION AND QUICKLY WE	ENT TO 100 PSI.		TERMIN	ATED	
	THE FLIGHT TEST AND RETUR	RNED TO BASE IN	MINIMUM	AFTERBURN	IER. L	ANDING
1	GEAR WAS LOWERED BY THE E	EMERGENCY SYSTEM	LAND	ING AND CH	UTE	
-(	DEPLOYMENT WERE NORMAL.	NOSE GEAR STEER	RING NOT	AVAILABLE	DUE TO	)
(	"L" HYDRO SYSTEM FAILURE	AND BRAKES SEEM	IED VERY	MARGINAL	ТО	
	ACFT ROLLED OUT ON OVERRU	JNS	NWODTUH	BOTH ENGI	NES	
	BECAUSE BRAKE ACTION WAS			AIRCRAFT	CAME T	0
	СТИВИ	OVERRUN. NO DA	MAGE.			
	END OF MESSAGE	SECRE-				

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	OXCART FLTEST OPS				
	1. ARTICLE 122 MADE	FLIGHT 35 ON 16 NO	DV 63. P	ILOT	
	TAKE-OFF AT 0730 HOURS	FOR 36 MINUTES. GF	Ross Weig	HT 89,850 I	POUNDS.
	MAXIMUM SPEED 1.3 MACH,	MAXIMUM ALTITUDE 4	12,000 FE	ET. PURPOS	SE:
	ACCELERATED CLIMB PERFO	RMANCE INVESTIGATION	ON. SPIK	ES AND BY-	PASS
	DOORS IN AUTOMATIC, 160	SQ IN SLOTTED ENGI	INE ADAPT	ER RING, SI	носк
	TRAP AIR BLED OVERBOARD	AT BY-PASS DOOR LO	OUVERS.		
	2. TAKE-OFF AND AFT	ERBURNER CLIMB ON 3	•		
	FEET AFTER WHICH	DESCENDED TO 8,00	Ø FEET F	OR SECOND	CLIMB.
l	AIRCRAFT ACCELERATED TO	400 KEAS 7 NACH	AT 8,000	FEET.	
	APPLIED MAXIMUM AFTERBU				
	AØ DEGREE ANGLE FOR CLI	MB ON 400 KEAS LINE	E. AIRCR	AFT STARTE	D TO
X	ACCELERATE IMMEDIATELY	AND CUTOFF	AFTERBUR	NER AT 440	KEAS.
ľ	WHEN AIRCRAFT DECELERAT	ED TO 400 KEAS, ST	ILL IN 40	DEGREE PI	TCH
	ANGLE, MAXIMUM AFTERBUR	NER WAS REAPPLIED.	CLIMB T	EST WAS TE	RMINATED
	AT 400 KEAS, 1.3 MACH,			ED THAT CLI	
	PERFORMANCE MUCH BETTER	AT 400 KEAS THAN	AT 350 KE	EAS. AIRCR	AFT
		SECRET.			

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

0244Z 02 NOV 63 DIRECTOR 57201 El Barrio PRIORITY DOSYT 0541-15 TOR: 0317Z 02 NOV 63 IN 98722 PRIORITY 2236 OXCART FLIEST 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. 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. 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. HYDRO-PRESSURE FLUCTUATED APPROXIMATELY 400 PSI THROUGHOUT FLIGHT. TIME OVER 50,000 FEET, 15 MINUTES. TIME OVER 2.0 MACH, 13 MINUTES. END OF MESSAGE

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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.

NO NIGHT ACTION

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 ROUGNESS 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 ATTITUDE PROBES WILL BE SWITCHED FOR THIS FLT.

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OKCART 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

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## 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.

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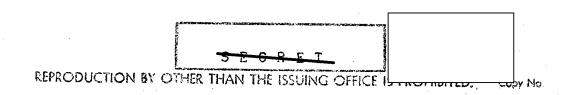
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	OXCART FLTEST OPS			

- 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.



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NO NIGHT ACTION  1. ARTICLE 122 MADE FI	LIGHT 29 ON 10 O TAKE OFF AT 122	-			
GROSS WEIGHT 85,400 LBS, (	C.G. 21.8 PERCEN	T. MAXIMUM S	SPEED 1.	55 M/	
TRANSONIC SPEED RANGE.  2. ENGINES WERE TRIMME NOT TOUCHED FOR REMAINDER WERE NORMAL. THE FIRST PE	OF FLIGHT. TAK	E OFF CLIMB A	ND LEVE	CL OFF	<b>.</b>
350 KEAS, .7 MACH TO 1.2 MAT MILITARY POWER, 350 KEAN WAS POWER LIMITED. ON RET	MACH. THE SECON AS, .7 MACH TO . TURN TO	D PERFORMANCE 93 mach at wh The Pilot ac	RUN WA	AS MAD NÉ ACE	DE FT
ALTITUDE IN THE SPECIAL OF DEPLOYMENT WERE NORMAL.  3. DURING CLIMB OUT TO ENGINE EGT WENT TO 815, HO	PERATING AREA.  HE RIGHT ENGINE	DESCENT, LAND	ING, AN	ID CHU	

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

END OF KESSAGE

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CLASSIFIED ARESET OR

- 1. ARTICLE 122 MADE FLIGHT 28 ON 10 OCT 63. PILOT:
  TAKE OFF AT 0815 HOURS FOR 1 HOUR AND 23 MINUTES. GROSS WEIGHT:
  107,500 LBS, C.G. 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 STILL APPARENT BECAUSE OF THRUST DIFFERENTIAL BETWEEN LEFT AND

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- 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 ACCELERATED ON MANUAL TO 2.14 AND 60,500 FT. ON THE WAY HOME.

CHUTE DEPLOYMENT AND TURN OFF AT TAXIWAY.

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LAND ING	, AND GH	HER DEPLOY	ARAY ORDE NORT	A	

THE PILOT REPORTED THAT LEFT HROWS, SHE OF, AND RE-PASS DOOR OPERATION HERE EXCEPLIED AND PARTICULAR FOR DOWNASS.

BOOR PROSIENS CHEE THE EXECUTION AND MEMORIC HOLD BUT MACH MOLD OPERATION HAS BOOD ON A TITUDAL AND MEMORIC HOLD BUT MACH MOLD WAS TOO SENSITIVE. THE PILOT REPORTED THAY SUM RESILECTIONS IN THE COCKPIT MADE AT DIFFACULT TO HEAD TLIGHT INSTRUMENTS. HE WAS FORCED TO USE ONE MAND AS A SUM SKILLD. HE RECOMMENDS DEVELOPMENT OF HELMET VISOR ON SUM SHADE FOR THE CAMOPY. THE AIRCRAFT IS NOW SCHEDULED FOR TWO MORE FLIGHTS TODAY. BOTH ARE IN THE ST TO 1.2 MACH KANGE, ST. DOS MT TO INVESTIGATE TENTIARY DOOR AND EJECTOR PLAP OPERATION.

END OF WESSAGE

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## - CRORET

AT ING IN TURN AT NORTH END OF HOUTE. C. K. AFTER LEVEL OFF ON SOUTH HEADING. ACFT EXPERIENCED UNUSUAL YAW DUE TO DIFFERENCE IN ENCIPE ASSYMETRY CAUSED BY HIGH FUEL FLOW IN LEFT ENGINE IN MILITARY POWER HANGE. C. K. GUT OF MIL RANGE. WHEN MACH HOLD UTILIZED INTRODUCED 1.86 ACCELERATION IN CLIMB RATHER THAN HOLD-ING DESIRED MACH IN LEVEL FLIGHT. RESULTED IN HIGH EGT READINGS

ANTICIPATED ENGINE INLET ROUGHNESS AT ANY SPEED BEYOND 2.4 MACH; HOWEVER, ACTUAL ROUGHNESS EXPERIENCED WAS OF SUCH LOW MAGNITUDE

REQUIRING TRIMMING DOWN BOTH ENGINES.

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.

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OXCART PLIEST OFS

PROBE ROUGHNESS TEST.

NO NIGHT ACTION

TAKE OFF AT 1200 HOURS TIME FOR ONE HOUR AND TEN MINUTES. GROSS WEIGHT 100,500 POUNDS, C.G. 24.1 PERCENT, PRESSURE ALTITUDE 4148 FEET, TEMPERATURE 74 DEGREES F.

TAKEOFF ROLL 6850 FEET. COMPUTED AND ESTIMATED ACTUAL TAKEOFF 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

2. AS 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 BEGUN. REQUIRED DIVING TO 38,000 FOR DESIRED SUPERSONIC FLT. CHECKED VARIOUS ENGINEERING PREDICTIONS DURING LEVEL OFF, ACCELERATION, AND CRUISE. EXPERIENCED DIFFICULTY IN ACCELER-

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1680 (IN 94635)

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

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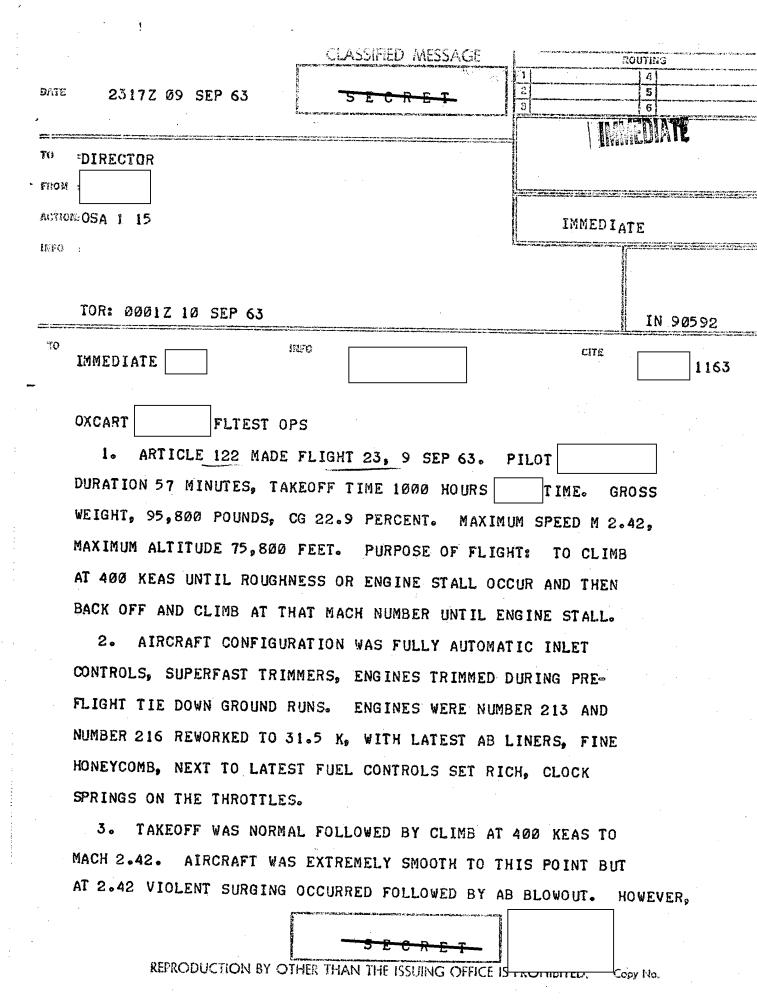
- 1. ARTICLE 122 MADE FLIGHT 25 ON 23 SEP 63. PILOT: . TAKE
  OFF AT 13:56 HOURS FOR 1 HOUR AND 11 MINUTES. GROSS WEIGHT 103,000
  - LBS, CG 19 PERCENT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 79 DEGREES F., TAKE OFF ROLL 6900 FT, TAKE OFF SPEED 200 KNOTS, WIND 3 TO 4 KNOTS, VARIABLE. MAXIMUM SPEED 2.43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

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	OXCART OPS FLTE	ST	,		
	1. AIRC 122 MADE FL	1 24 ON 10 SEP	S3. PIL	OT:	
	ENDURANCE 1 HR 12 MINUT	ES, TAKEOFF TIME	E 10:35 I	LOCAL. GROS	S WEIGHT
	101,950 LBS, C.G. 21.9 1	PERCENT. TAKEO	FF DISTA	NCE 6,500 FT	. MAX
	SPEED M 2.4, MAX ALTITU	DE 72,000 FT.	PURPOSE (	OF FLIGHT:	HEAT SOAK
	AT MACH NUMBER JUST BELO	OW ENGINE STALL	AT HIGH	ALTITUDE.	
	2. MAJORITY OF FLIG	HT WAS MADE AT I	4 2.37 A	r 70,000 ft.	46
	MINUTES ABOVE M 2.0 AND	50,000 FT, 35 I	MINUTES I	M 2.37. HAD	AB
	BLOWOUT AT M 2.4 JUST L	IKE YESTERDAY.	•		
	3. PILOT WENT NORTH	то	IN	AND ON RET	URN TO
	HOME BASE HAD 16,000 LB	5 FUEL REMAINING	e, so Mai	DE ANOTHER L	00P
	то	•			
	4. SUIT PRESSURIZAT	ION AND COOLING	0 . K . S	AS SATISFACT	ORY.
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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
  INCH MESH TUBES FOR FOD REASONS, SEALING THE EXIT LOUVERS AND

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.

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	NO NIGHT ACTION		
	1. ARTICLE 122 MADE FLIGHT 22 ON 2	2 AUG 63. PILOT	8
<b>v</b>	TAKE OFF AT 1620 HOURS FOR 55 MINUTES.	GROSS WEIGHT 9	8,000 LBS,
	C.G. 21 PERCENT. MAXIMUM SPEED 1.6 MA	CH, NAXIMUM ALTI	TUDE 61,000
	FT. PURPOSE: HEAT SOAK.		
	2. A/B TAKE OFF AND CLIMB TO 15,00	Ø FT. LEVELED OF	F AT 15,000
	AND PROCEEDED THROUGH "TUNNEL" TO SQUT	H EDGE OF	
	FULL A/B AND CLIMB ON 400 KEAS LINE TO	40,000 FT. STA	RTED ACCELER-
	ATION RUN MAKING TURN TO SOUTH AT	THE PILOT'S SU	IT VENT HOSE
· ·	BECAME DISCONNECTED DURING TURN. AFTE	R HOOKING UP SUI	T VENT,
	PILOT CONTINUED ACCELERATION RUN TO 1.	6 MACH AND 61,00	Ø FT. COULD
	NOT ATTAIN SPEED OF 2. PLUS MACH BECAU	SE PILOT COULD N	OT KESP RIGHT
	ENGINE EGT FROM RISING ABOVE 805 DEGRE	ES.	
	3. PILOT STATED THAT SOME TYPE OF	CHAIN, LANYARD E	TC, SHOULD
	BE ATTACHED TO SUIT VENT HOSE AND SUIT	. WHEN HOSE BEC	omes dis-
	CONNECTED, THE PILOT MUST PRESENTLY FE	EL AROUND THE CO	CKPIT TO

LOCATE HOSE CONNECTION. PILOT ALSO STATED THE SPECIAL OPERATING

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	SUMMATION OF F	LIGHTS ABOVE M	ACH NUMBER	<b>3</b>	•
	ABOVE 1.5	2.0	2.5	3.0	
	FLIGHTS 56	<b>3</b> \$	10	6 Å	
	TIME 13:5	Δ	o A 5	4 G 9	

ABOVE DATA AS OF AUG. 17, 1963. Placed:

MAX. SUPERSONIC DURATION WAS A7 MIN. ON FLIGHT 20,

SERIAL 122, ON AUG. 16, 1963.

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Max supermie duration of an MCBET blight alove MACH. 2:

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OXCART FLTEST OPS

- 1. ARTICLE 122 MADE FLIGHT 20 16 AUGUST 63. PILOT

  T. O. 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 2.0. PURPOSE OF FLIGHT WAS INVESTIGATION

  OF ENGINE STALLING IN TURN AND EXTENDED HEAT SOAK TIME ABOVE

  M 2.0. CONFIGURATION WAS 31.5K ENGINES, SUPERFAST TRIMMERS

  AND FULLY AUTOMATIC SPIKE AND DOOR CONTROLS.
- 2. TAKEOFF MADE IN AB FOLLOWED BY CLIMB TO 40,902 FEET.

  ARTICLE THEN ACCELERATED AT 375 KEAS TO M 2.3 WHICH WAS

  THEN HELD FOR REMAINDER OF FLIGHT. FULL AB WAS MAINTAINED

  AND MACH NUMBER HELD BY CLIMBING.
- 3. FLIGHT PROCEEDED NORTH 650 MILES WHERE A RIGHT TURN
  WAS INITIATED TO DETERMINE IF LEFT ENGINE WOULD STALL AS
  RIGHT HAD DONE 15 AUGUST 63. HOWEVER, LEFT ENGINE WAS VERY STEADY

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NORMAL, GOOD CHUTE.

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 ME WAS AT 70,000 FEET, M. 2.3 AND HAD 14,000 POUNDS FUEL REMAINING. AT 8,000 POUNDS REMAINED, SO HE CAME

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.

OUT OF AB, MADE A TURN OVER BASE DESCENDED AND LANDED. LANDING

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

END OF MESSAGE

	20492 22 JUL 63	D E. O R E T	DADIOSA AB
runsus Võ H <b>OT</b>	DIRECTOR	ne sa mala desta se sa la desta de la proper de la proper de la companya de la companya de la companya de la c	Phoniy
larus Luc	OSA 1-15 TOR: 2226Z 22 JUL 63		PRICRITY
			IN 84246
TG	PRITY OXCART		7465
	TO JOHN PARANGOSKY FROM	M YELLY JOHNSON	
:	Paris A CD 1970 CHARLES A CD CD AND A CD CD A CD C		•

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 NANUAL 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.

B\$052 (5 SUL 63

PRIORITY

DIRECTOR SECTION : 307 LO:

1.4.7

03A 1-19

TOR 9436Z 18 JUL 53

A STATE OF THE STA

IN 83694

0340

PRITY 133 OXCART FLIEST OPS

NO NIGHT ACTION

- AIRC 122 MADE FLT 18, 17 JUL 63. DURATION 41 MINUTES, T.O. 1405Z, LANDING 1446Z. PILOT: LOU SCHALK. T.O. GROSS WI 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 (30K). BOTH ENGINES WITH MANUAL BY PASS DOOR CONTROLS. MEDIUM SPEED TRIMMERS.
  - MAXIMUM SPEED REACHED WAS M 2.6 AND MAXIMUM ALT 67,000 FT. 2.
- PILOT REPORTS PLENTY OF EST TRIM THROUGHOUT FLIGHT BUT HAD 3 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.
- 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 CHLY IMPROVEMENT NOTED WAS EVERY TIME HE BROUGHT THE RPH UP ON THE LEFT ENGINE BY TRIMNING HE GOT A SLIGHT IMPROVEMENT IN ROUGHNESS

AIRC 121 IS SCHEDULED TO GO AT 1700Z, 17 JUL 63. END OF MESSAGE REPRODUCTION BY OTHER THAN THE ISSUING OFFICE

		CLASSIFIED	MESSAGE	printeriore for the case of a common or printerior	ROUTING		
DATE	0013Z 12 JUL 63	-3 E C A		1 DN=24 2   1	5 6		
TO 2	DIRECTOR			PA	ORITHA		
action:	05A 1-15			PRIORITY	C R		
MFO					<b>P</b>		
	TOR 0045Z 12 JUL 63				IN 82987		
70	PRITY	INFO		CITE	0254		
	OXCART FLTEST OPS						
	NO NIGHT ACTION						
	1. ARTICLE 122 MAI 12:44 HOURS LOCAL FOR AND CG 21.8 PERCENT. ENVELOPE EXTENSION WIT 2. LEFT AND RIGHT TO 774 DEGREES EGT. TRIMMED DOWN TO 740 DE	43 MINUTES.  PILOT:  TH MANUAL BY-  ENGINES WERE  PRIOR TO BRAF	GROSS WEI PASS DOOR TRIMMED A	GHT 91,000 LE PURPOSE OF FI CLOSURE ABOVE T TAKE OFF PO THE ENGINES	BS .IGHT: E 2.6 MACH, PSITION WERE		
	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						
	WOULD NOT ACCELERATE P	AST 2.25 MAC	H, THEREFOR	RE PILOT DECI	DED		
	TO TERMINATE TEST. BY	-PASS DOORS	WERE PUT IN	MANUAL OPEN	AND		
	·						

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROTIBITED.

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

SEGRET

	A STATE OF THE STA	n jaron karantaran karantaran karantaran karantaran karantaran karantaran karantaran karantaran karantaran kar	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Ostroge
MATE	0238Z 22 JUN 65	See the second second section of the section of the second section of the section o	The state of the s	DTECH 3	
10 :	DIRECTOR	The statement of the transmission of the statement of the	elember might of the 200 million mills and the state of the best of the best of the state of the	Doin	DFA MD
FROM :					1
action:	OSA (1-15)			PRI	DRITY CPS
info :	S/C (16)				polic
	TOR Ø301Z 22 JUN 63			The state of the s	IN 80779 RB
TO	PRITY	MFO		CITE	9996
	OXCART FLTEST				
	NO NIGHT ACTION				
	1. ACFT 122 MAD	E FLIGHT 15,	TEST 41 ON	1 21 JUNE 63.	TAKE OFF
	AT 1612L TIME FOR 4	6 MINUTES DE	RATION. PI	LOT	
	TAKE OFF GROSS WEIG				SE OF FLT.
	SPEED EXTENSION AND	PRESSURE SU	IIT CHECKOUT	FOR	
				EFT ENGINE WENT	TNTO A/P
	BEFORE POWER LEVER	PASSED A/B C	AM, ALSO VE	RY SLOW TO TRIE	A WKEN
	A/B WAS CUT. RIGHT	ENGINE TRIM	WAS SATISF	ACTORY, PILOT	MADE
	A/B TAKE OFF AND CL	IMB ON 350 K	eas line le	VELLING AT AG G	MAGE
	FT AND .9 MACH. PIL	OT STARTED	ACCELERAT 10	N BUT AUTOPTIOT	, poure
	TO FULL DOWN TRIM.	AUTO PILOT	AS DISENGA	GED AND ACCELEE	DROVE
	WAS CONTINUED. LEFT	SIDE HIGH	TEMP LIGHT	STARTED FLACULA	ir at a c
	MACH. LIGHT REMAINE	D ON AS ACF	REACHED 2.	2 MACH AND 62	aga
	FT. LEFT A/B WAS CU	IT OFF AND H	IGH TEMP 1 10	INT MENT our	DOTU
	ENGINES WERE PLACED	IN MILITARY	POVER AND	ACET "ZÒOMED" a	oo a
	FEET TO 64,000 FT AN				
	REPRODUCTION, BY C		ан пами стин сти комистическа	A month of the state of the	y No.
		$y' + x \sqrt{1 - x}$			

\$996 (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 I 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-

SFCRFT

* * *		CLASSIFIED MESSAGE	13	OUTING		
DATE	185 6Z 12 JUN 63	<del>SECRET</del>	D/Tuch	4		
TO x	DIRECTOR			CD MD Sps		
FROM:			ARTOLTIALL	marks.		
ACTION:	OSA (1-15)		Mekyalawat awarinya f			
e Gam	S/C (16)					
	TOR 1927Z 12 JUN 63		And Calculation of Ca	IN 79492		
TO	OPIM INF	<b>D</b>	СПЕ	9852		
	OXCART FLTEST					

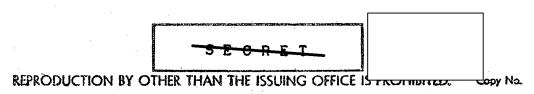
- 1. ARTICLE 122 MADE FLIGHT 14 ON 12 JUNE 63. PILOT LOU

  SCHALK. TAKEOFF Ø848 HOURS TIME, LANDING Ø951 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.
- 3. RELIGHTS WERE MADE ON BOTH ENGINES AT 20,000 FEET AND 350 KEAS.



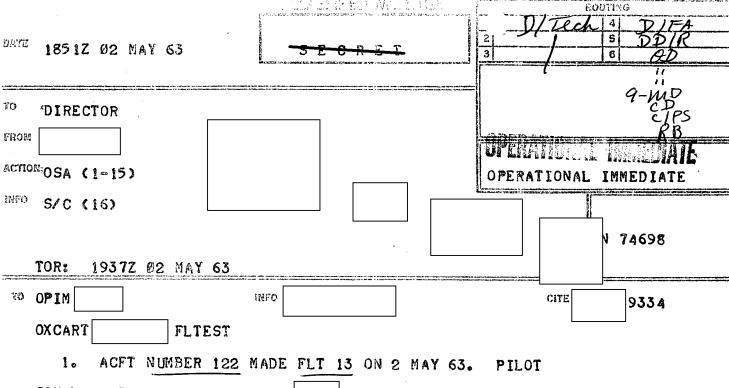
9852 (IN 79492)

PAGE TWO

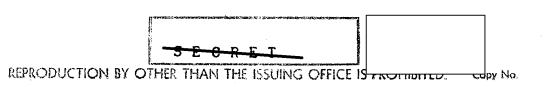
- 4. MAXIMUM SPEED WAS MACH 1.4 AND MAX ALTITUDE 40,000 FEET DURING FLIGHT.
  - 5. NORMAL LANDING WITH GOOD CHUTE DEPLOYMENT.
- 6. SECOND FLIGHT 12 JUNE 63 HAS BEEN CANCELLED DUE TO OIL PRESSURE DROP ON LEFT SIDE WHICH MUST BE INVESTIGATED BEFORE NEXT FLIGHT.

-END OF MSG-

SFORT



- 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.
- JURING 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.
  - 4. THE NEXT ITEMS ON CARD WERE AIR STARTS. FIRST START ATTEMPTED



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

Mä	21992 24 APR 63	S E C RESIDENCE CONTROL CONTRO	D/Fech	DD/R D/FA 0 DD
	DIRECTOR			ND 555 200
THEY BELL	050 (1-/5)			
	S/C (%) TOR: 22/3Z 24 APR 63			IN 73633
	PRITY OXCART FLTEST	Tract)	© 752.	9227
	NEW CONTROL ON INLET C	ONTROL VALVES AND LOT: T.O. FL400 TO MACH NEF S IN BYPASS DOORS DOORS WERE IN AUT ACH NER AT 55,000 WAS RETARDED LIG	GROSS WEIGHT: 91,000 GROSS WEIGHT: 91,000 GROSS WEIGHT: 91,000 GROWNESS WEIGHT FIRE WARNING FT LEFT FIRE WARNING WENT OUT MISSION	RTS. 000. NTS: .0

SECRET

EEBRODUCTION BY OTHER THAN THE ISSUING OFFICE IS

END OF MSG

9	30	32	9 8	APR	€ ₹

DURING GEAR EXTENSION.

DIRECTOR DBA (1-15) OPERATIONAL IMMEDIATE gradulation expedition from the market 3/0 (36) TOR: 0806Z 12 AFR 63 IN 72248 OPIN 9028 OXCART FLIEST 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 GROSS WEIGHT 90,000 POUNDS, CG 21.6 PERCENT. PURPOSE OF FLT: FIRST FLT FOR

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

NUMBER 122, SPEED-POWER POINTS AND HYDRAULIC SYSTEM CHECK

- 3. DURING CLIMB OUT THE ENGINES SHOVED 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 27,500 POUNDS OF FUEL. HIS NEXT POINT WAS TO BE TAKEN AT 35,000 FEET BUT AT 34,000 HIS RIGHT THROTTLE BEGAN STICKING AND NO MATTER WHERE HE FUT IT. HIGH OR LOW. IT WOULD RETURN TO MILITARY.

- AS A RABULT FURTHER SPEED POVER CHECKS VERE NOT POSSIBLE. THE ENGINE ALSO WORLD NOT GO INTO AB AND THE LINKAGE ACTED AS THOUGH IT VAS
- THE DESCRIPT HAS MADE TO 25,000 TO DUMP FUEL AND LAND, AND AT THE FOURTH FREED ITSELF. FUEL WAS DUMPED DOWN TO 16,000 POUNDS AND THE TIME REQUIRED TO SHUT OFF AFTER SWITCH WAS PUSHED TO CLOSED WAS 30 SECONDS. THIS INDICATES THAT THE SOLENOID WALVE DID THE SHUTTING OFF AND THE GATE VALVE STUCK ONE MORE. DATA WILL SHOW WHICH.
- G. THE OMNI WAS CHECKED AND WORKED SATISFACTORILY. THE HYDRAU-LIC SYSTEM WAS CHECKED WITH GEAR DOWN AT 270 KNOTS AND WAS O.K.
  - 7. LAWDING WAS HORMAL WITH GOOD CHUTE.
- SET-UP HE'S EVER FLOWN, DIFFICULT TO MOVE AND POSITION, HAS HIGH
  SFOTS; ACFT HAS NO SATISFACTORY POWER INDICATION AND AS A RESULT
  FLIES CONSTANTLY IN A YAVED ATTITUDE HOLDING A FEW DEGREES
  NUDDER 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 FLT THIS MORNING 11 APR 63 WERE VERY SHORT AND
  WONDERED WHETHER A LONGER DURATION SHOT WOULDN'T ENHANCE THE CHANCES
  OF RELIGHT.
- 9. ACFT 121, 122, 123 AND 124 ARE ALL SCHEDULED FOR FLIGHTS 12 APR 63.
  - 10. ARTICLE 124 IS ATREORNE AT THIS TIME AND WILL MAKE A NIGHT

9028 IN 72248

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 FLT DATE AS YET.

END OF MSG

08432 28 WAR 63 FRC. i : ACTIONS 08A (1/2-3-4-5-6-7-8-9-10-11-12-13-14) PRIORITY S/G (15) IMFO : IN 70429 TOR: 0051Z 28 MAR 63 PRITTY 8820 70 OXCART FLIEST NO NIGHT ACTION MR PARANGOSKY FROM ACFT NUMBER 122 MADE FLT 9 27 MARCH FOR 6 HOURS 56 MINUTES. PILOT PURPO SE 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 50,000 FEET WHERE ROUGHNESS OCCURRED. CONTINUED ACCELERATION TO 2.35 MACH NUMBER. AT THIS POINT LEFT ENGINE FIRE WARNING LITE CAME ON. REDUCED BOTH ENGINES TO MIL POWER, CHECKED LEFT NACELLE WITH TEMP SELECTOR, GAVE ALL INDICATIONS OF FIRE. LEFT FIRE WARRING LITE STAYED ON, REDUCT LEFT THROTTLE TO IDLE, LIVE STAYED ON, CUT LEFT ENGINE

. 277 P. Carlotter Chief Time has been comed

8820 (IN 70429)

PAGE -2-

OF7, SHUT OFF LEFT ENGINE EMERGENCY FUEL CUT-OFF SWITCH. AJCOMPLISHED AT 2.28 MACK NUMBER. SHORTLY AFTER EMERGENCY FUEL SHUT-OFF SWITCH ACTUATED FIRE WARNING LITE WENT OUT. CONTINUED 10 BASE OF RIGHT ENGINE. DESCENDED TO RE, 800, DECELLERATED TO 300 KEAS, HELD THIS CONDITION ON MIL POWER ON RIGHT ENGINE, FUEL AT AT THIS POINT, RIGHT HYDRAULIC SYSTEM FAILED. 10,000 POUNDS TOTAL. PILOT LOVERED GEAR ON NORMAL SYSTEM USING WINDWILL RPM OF 1300 ON LEFT ENGINE FOR HYDRAULIC POWER. GEAR CYCLE LONGER THAN NORMAL. " AS EXPECTED. LANDED ON ONE ENGINE ON 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 WINDWILL DOWN TO I SYSTEM PRESSURE OF 300 PSI. WHETHER FIRE ACTUALLY EXISTED IN LEFT ENGINE OR NACELLE MOT YET DETERMINED. INSPECTION UNDER WAY TO DETERMINE. ON 123 CANCELLED DUE RAPIDLY DETERIORATING WEATHER. FLIGHTS 28 MAR DOUBTFUL FOR SAME REASON.

END OF MESSAGE

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			٠	L		

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

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TO :	DIRECTOR					4				אומע	Ź
TROM :					**	1				AF	160
	-	- J-4-5-6-7.	·8-9-10)			P	Re		Y		Landage and and
EFFA :	S/C (11)			4		See of the second	orania de la composición del composición de la composición de la composición del composición de la com			e manganishe kelangan gapur mangan kelang pangan pengerapan di Mangan pengerapan Saraman, pangan dan berapan pengerapan di Mangan pengerapan pengerapan dan berapan dan berapan berapan di Mangan pengerapan dan berapan dan berapan dan berapan dan berapan dan	ALL STREET
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	OXCART										

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.

NO NIGHT ACTION

END OF MESSAGE

