

219 0001 10 JUN 69

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PRIORITY

IN 35244

0391-21

TOR: 0114Z 30 JUN 69

PRIORITY INFO DTG 2050

QCART OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 112 ON 29 JUN 69. PILOT:

TAKE OFF AT 0825 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WT 109,000 LBS. C.G. 18.5 PERCENT, TAKE OFF DISTANCE 7,000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4200 FT, TEMPERATURE 65 DEGREES, WIND 320/6, MAX SPEED 3.01 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 10 MINUTES, TIME OVER 3.0 MACH THIS FLT 02 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES. PURPOSE: MFC EVALUATION AND AIR STARTS IN DERICHED CONDITION. CONFIGURATION: 3.2 AND MANUALLY CONTROLLED FUEL DERICHMENT VALVES ON BOTH MFC. YJ-YJ ENGINES - BENDIX MFC ON THE LEFT AND A HS-FROSTY MFC ON THE RIGHT.

2. TAKE OFF AND CLIMB ON A 400 KEAS SCHEDULE WITH BOTH FORWARD AND AFT DOORS CLOSED. AT 1.7 MW 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 OPENING FORWARD DOORS AND AFT DOORS. CONTINUED ACCELERATION AND REPEATED THE UNSTARTS AT 2.7, 2.8 AND

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2

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IN 85244

2600

PAGE TWO

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

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

END OF MESSAGE

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CLASSIFIED MESSAGE

DATE 2303Z 28 JUN 1965

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PRIORITY

IN 95077

TOR 0001Z 29 JUN 1965

TO PRIORITY

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CITE

2629

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 111 ON 28 JUN 65. PILOT: TAKE OFF AT 11:11 HOURS FOR 1 HOUR AND 3 MINUTES. GROSS WEIGHT 114,400 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4270 FT, TEMPERATURE 75 DEGREES, WIND CALM, MAXIMUM SPEED 2.67 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0 MACH THIS FLT 42 MINUTES, TIME OVER 2.6 MACH THIS FLT 10 MINUTES, TIME OVER 50,000 FT THIS FLT 42 MINUTES. PURPOSE: FCF AND FUEL DERICHMENT TESTS. CONFIGURATION: 3.2, YJ-Y ENGINES WITH MANUALLY OPERATED FUEL DERICHMENT VALVES AND FROSTY FUEL CONTROLS ON BOTH SIDES.

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-)

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PAGE TWO 2629

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IN 95017

AT 2.45 MN WENT TO FULL A/B AND ACTIVATED BOTH DERICHMENT VALVES INDIVIDUALLY. GOT A LITTLE OVER 100 DEGREES DROP IN EGT AND 4-500 DROP IN RPM ALONG WITH A FUEL FLOW DECREASE. THERE WAS NO YAW NOTED AND THE ACTIVATION/DEACTIVATION OF FUEL DERICHMENT WAS VERY SMOOTH. LANDING AND 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.

END OF MESSAGE

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CLASSIFIED MESSAGE

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DATE 1757Z 28 JUN 65

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PRIORITY

TOR: 1833Z 28 JUN 65

IN-93659

TO PRIORITY

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2470

OXCART OPS FLTESTS

1. ARTICLE 122 MADE FLIGHT 110 ON 18 JUNE 65. PILOT:

TAKE OFF AT 1456 HOURS FOR 51 MINUTES. GROSS WEIGHT 110,000 LBS, C.G. 20 PERCENT, TAKE OFF DISTANCE 6600 FEET, TAKE OFF SPEED 205 KNOTS, PRESSURE ALTITUDE 4400 FEET, TEMPERATURE 77 DEGREES, WIND 200/7, MAX SPEED 2.8 MACH, MAX ALTITUDE 76,000 FEET, TIME OVER 2.0 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES, TIME OVER 50,000 FEET THIS FLIGHT 35 MINUTES. PURPOSE: 34K ENGINE EVALUATION (LEFT SIDE) AND FROSTY FUEL CONTROL WITH DERICHMENT VALVE (RIGHT SIDE).

2. SUMMARY: TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL WITH THE EXCEPTION THAT COULD DEFINITELY FEEL THE ADDITIONAL THRUST FROM THE LEFT ENGINE. RIGHT ENGINE FWD AND AFT BY PASS DOOR SCHEDULES AND OPERATION WERE NORMAL. THE LEFT AFT BY PASS DOOR WAS CLOSED FOR THE ENTIRE FLIGHT AND THE LEFT FWD BY PASS WAS SCHEDULED TO BE PUT IN AUTOMATIC AT 2.2 MACH. A SHOCK EXPULSION OCCURRED ON THE LEFT SIDE AT 2.12 MACH JUST AS PARK WAS REACHING FOR

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[] 2470 (IV-93659)

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PAGE-2

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

END OF MESSAGE

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FORM NO. 10
1 JUN 65

CLASSIFICATION

FORM NO. 10
1 JUN 65

DATE 0001Z 17 JUN 65

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PRIORITY

TOR 0024Z 17 JUN 65

IN 93070

OSA 1-20

TO PRIORITY

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CITE 2397

OXCART OPS FLTEST

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

2. SUMMARY: PILOT ACCOMPLISHED ENGINE ROUGHNESS TESTS ON J
 ENGINE 305 TO 2.81 MACH. ROUGHNESS PICKED UP AT 1.9 ON ACCELE-
 RATION, 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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2397

IN 93070

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PAGE TWO

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

END OF MSG

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CLASSIFIED MESSAGE

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DATE 2002Z 18 JUN 1965

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PRIORITY

IN 93472

TOR 2021Z 18 JUN 1965

OSA 1-20

TO PRIORITY

INFO

CITE

2445

OXCART FLTEST OPS

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

2. PURPOSE: 34K ENGINE EVALUATION. LEFT ENGINE WAS TRIMMED
 TO 802 DEG AND THE RIGHT ENGINE TO 784 DEG. THE LEFT THROTTLE WAS
 PULLED TO IDLE AND THE ENGINE FLAMED OUT, WITH RESIDUAL SMOKE NOTED.
 THE ENGINE RESTARTED NORMALLY. DURING TAKEOFF THE PILOT HELD LEFT
 RUDDER, WHICH INDICATED HIGHER THRUST ON LEFT ENGINE. ALTHOUGH DURING
 CLIMB THE BALL WAS NEAR CENTER, WHICH INDICATED EQUAL THRUST BETWEEN
 THE TWO ENGINES. AT 1.7MN THE AFT DOORS WERE OPENED 50 PERCENT.
 AT 1.96MN THE FWD DOORS WERE PLACED IN AUTO AND THE LEFT ENGINE STALLED
 AND CONTINUED TO STALL WHILE DECELERATING TO 1.7MN. PILOT TRIED MANY
 DOOR AND SPIKE SCHEDULES WITH NO SUCCESS. ACCELERATING OUT AGAIN TO
 2.0MACH LEFT ENGINE STALLED CONTINUOUSLY DOWN TO 1.7MN. ARTICLE WAS
 SHAKING VIOLENTLY DURING COMPRESSOR STALLS. IGV(INLET GUIDE VANE)

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(CONT-)

PAGE TWO 2445

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IN 93472

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

PILOT COMMENTS:

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

END OF MESSAGE

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NR 103

DATE

11 JUN 63

TO : DIRIDY

FROM : [REDACTED]

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** Corrected copy - Request*

PRECEDENCE

11 JUN 63

ID PRIOR: [REDACTED]

TO: [REDACTED]

ONE [REDACTED]

238

ONCLAR: [REDACTED] PLTEST OPS

1. PRIOR TO 102 HAVE FLY 107 10 JUN 63, PILOT [REDACTED] DURATION 55 MIN, MAX OFF TIME 1730L, MAX MACH 2.8, MAX ALT 75,000 FEET. TAKE OFF WT 33 WT 12,400 LBS, C.G. 28 PERCENT, TAKE OFF DISTANCE 1800 FEET, POSE 2.0 NOTS, TEMP 81 DEGREES, WIND 5 KNOTS AT 60 DEGREES. TIME ABOVE 2.8 25 MIN, ABOVE 2.6 20 MIN, ABOVE 2.4 15 MIN.

2. PURPOSE OF FLIGHT WAS ENGINE ROUGHNESS TEST. LAC AND FAW PERSONNEL F D WTEL THAT REPLACEMENT OF THE WINDMILL VALVE IN THE FUEL SYSTEM HAD APPARENTLY SOLVED THE ROUGHNESS PROBLEM SINCE TWO FLIGHTS WERE MADE WITH THE NEW VALVE WITHOUT THE PROBLEM. THEY THEREFORE WERE ALLOWED THE VALVE AS A FURTHER VERIFICATION TEST AND THE ROUGHNESS DID RETURN. THEY MAY OR MAY NOT NOW INSTALL THE VALVE IN OTHER AIRCRAFT TO FURTHER VERIFY. IN ANY EVENT, IT IS APPEARED TO BE THE CRIME AND THIS PROBLEM SHOULD BE CONSIDERED CLEAR.

END OF MESSAGE

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[REDACTED]

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CLASSIFICATION

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111804Z JUNE 1965

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PRIORITY

OSA 1-20

IN-92231

TOR: 111820Z JUNE 1965

TO PRIORITY

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CITE

2283

OXCART KWNOMAD FLTEST OPS

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

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

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0842Z 10 JUN 65

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TOR: 0209Z 10 JUN

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PRIORITY

IN: 91903

TO PRIORITY []

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OXCART [] FLTEST OPS

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

2. 6 MN - 25 MIN; 3.0 MN - 10 MIN; 3.2 MN - 5 MIN. PURPOSE: JJ ENGINE ROUGHNESS INVESTIGATION. SUMMARY: TAKEOFF AND CLIMB NORMAL EXCEPT LEFT BURNER WAS SLOW TO LIGHT. 400 KEAS CLIMB INITIATED. AT 1.7 MN FWD DOORS AUTO ACCELERATING TO 2.55 MN ROUGHNESS WAS ENCOUNTERED. LEFT FUEL FLOW WAS NOTED WINDING DOWN 400 TO 500 LBS WITH INCREASING ROUGHNESS. THE FUEL FLOW THEN INCREASED WITH DISAPPEARING ROUGHNESS. PERIOD OF THIS OSCILLATION WAS ABOUT 3 SECONDS. [] THEN SET OSCILLAGRAPH TO HIGH TO RECORD THE ROUGHNESS. AT 2.6 MN, RETARDED BOTH THROTTLES BELOW MILITARY AND DECELERATED TO 2.51 MN. THEN

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2246 (IN: 91903)

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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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UNCLASSIFIED MESSAGE

DATE: 2119Z 09 JUN 65

UNCLASSIFIED MESSAGE

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ROUTINE

OSA 70

IN 91830

TOR: 2155Z 09 JUN 65

TO

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CITE

2241

OXCART FLTEST OPS

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

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

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[] 2241 (IN 91830)

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PAGE-2

CHUTE NORMAL.

PILOT COMMENTS: NEW CHUTE TOO WIDE ACROSS BACK FOR PILOT.
INS IN AUTO NAV NEEDLE TOO SENSITIVE TO FLY.

[] COMMENTS: GEAR HANDLE SCREW FELL OUT.

END OF MSG

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CLASSIFIED MESSAGE

DDI 1858Z 28 MAY 65

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PRIORITY
 IN 89800
 0591-20

TOR 1914Z 28 MAY 65

TO PRIORITY INFO CITE 2054
 OXCART FLIEST OPS

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

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

3. LANDING, CHUTE NORMAL.

END OF MESSAGE

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0128Z 20 MAY 69

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PRIORITY

0128Z 20 MAY 69

IN 88136

TO PRIORITY

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CITE

1869

OXGART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 102 ON 19 MAY 69. PILOT:

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: C-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 BLINKED 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 ROLL 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

11

~~SECRET~~

19 MAY 1965

~~SECRET~~

DIRECTOR

[Redacted]

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PRIORITY

IN 88062

FOR 19 MAY 1965

PRIORITY [Redacted]

1850

OXCART FLIEST OPS [Redacted]

1. ARTICLE 122 MADE FLIGHT 101 ON 18 MAY. PILOT [Redacted] FOR 1 HOUR AND 2 MIN. TAKE OFF AT 1525L. MISSION: SYSTEM TESTING. GROSS WT 108,500 LBS, C.G. 19.5. TAKE OFF DISTANCE 8100 FT, TAKE OFF SPEED 200 KNOTS, TEMP 81 DEGREES, WIND 135/10, MAX SPEED 3.20M, MAX ALT 82,000 FT, TIME OVER 2.0M 35 MIN, TIME OVER 2.6M 25 MIN, TIME OVER 3.0M 16 MIN, TIME AT 3.2M 12 MIN, TIME OVER 50,000 FT 35 MIN.

2. SAS LIGHTS WOULD NOT LIGHT AT RUNUP AREA SO ARTICLE WAS RETURNED TO RAMP. FOUND AN INTERMITTENT CIRCUIT BREAKER AFFECTING ONLY SAS LIGHTS. RETURNED TO RUNWAY AND TOOK OFF. USING A 400 KIAS 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 POWERED AUTO NAV, SELECTED BANK ANGLE MANUALLY AND RELEASED ART TO AUTO NAV. HELD OK. CIT'S MATCHED WELL, CIP'S WANDERING AT 2.95M. RIGHT CIP LOWER THEN LEFT. WENT

~~SECRET~~

[Redacted]

(CONT-)

2

PAGE TWO 1860

~~SECRET~~

IN 88082

FROM AFT BY PASS 50 PERCENT OPEN TO FULL OPEN. FORWARD DOORS MANUALLY
CLOSED. NOTED AN INCREASE OF 1 LB CIP. SOME WANDERING WAS STILL
NOTED ON CIP'S. BOTH ENGINES REQUIRED EGT TRIMMING DURING FLIGHT. "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.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

ROUTING

DATE 2037Z 13 MAY 69

~~SECRET~~

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TO : DIRECTOR

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AS FROM:

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PRIORITY

IN-87109

TOR 2055Z 13 MAY 69

TO PRIORITY

INFO

CITE 1773

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 100, 13 MAY, PILOT , TAKE OFF AT 1310 FOR 59 MIN. MISSION: SYSTEMS A & B TEST. GROSS WT 109,600 LBS. C.G. 19.8 PERCENT, TAKE OFF DISTANCE 7600 FT, TAKE OFF SPEED 212 KNOTS, TEMP 75 DEGREES, WIND 300/8 KNOTS. MAX SPEED 3.23 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH 29 MIN, TIME OVER 2.6 20 MIN, TIME OVER 3.0 15 MIN, TIME OVER 3.2 12 MIN.

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

END OF MSG

~~SECRET~~

DATE 0112Z 13 MAY 65

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

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TO : DIRECTOR

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PRIORITY

TOR 0147Z 13 MAY 65

IN 86934

OXA 1-20

TO PRIORITY []

INFO []

CIT []

1758

OXCAR [] FLTEST OPS

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

~~SECRET~~

[] 1758 (IN 86934)

~~SECRET~~

PAGE TWO

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

ROUTING

DATE 0039Z 12 MAY 65

~~SECRET~~

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TO DIRECTOR

FROM

[Redacted]

ACTION:

INFO:

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✓ 9	
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PRIORITY

IN-86709

TOR 0107Z 12 MAY 65

PRIORITY

INFO

CITE

1722

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 98 ON 11 MAY 65. PILOT: [Redacted]
 [Redacted] TAKEOFF AT 1437 HOURS FOR 1 HOUR AND 03 MINUTES. GROSS WT 110,100 LBS, C. G. 19.7 PERCENT, TAKE OFF DISTANCE 7200 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 66 DEGREES, WIND 350/5, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 15 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 5 MINUTES. TIME OVER 50,000 FT THIS FLIGHT 30 MINUTES. PURPOSE: FCF AND SYSTEMS C TEST. CONFIGURATION: 3.2.

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

~~SECRET~~

~~SECRET~~

1722 (IN-86709)

PAGE 2

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

END OF MSG

~~SECRET~~

UNCLASSIFIED MESSAGE

DATE 2311 Z 6 MAY 65

~~SECRET~~

ROUTE	
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TO : DIRECTOR

FROM :

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PRIORITY

FOR 0010Z 7 MAY 65

OSA 1-20

TO 55887

TO PRIORITY

INFO

OFF: 1635

OKCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 97 ON 6 MAY 65. PILOT TAKE OFF AT 1522 FOR 1 HOUR AND 2 MINUTES. MISSION: SYSTEMS A AND C TEST. GROSS WEIGHT 109,700 LBS, C.G. 20.2 PERCENT, TAKEOFF DISTANCE 7000 FT, TAKEOFF SPEED 210 KTS, WIND 320/8 KNOTS. MAX SPEED 1.46M, MAX ALT 47,000 FT.

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

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

END OF MESSAGE

~~SECRET~~

2

CLASSIFIED MESSAGE

DATE 0054Z 06 MAY 1965

~~SECRET~~

ROUTING	
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TO DIRECTOR

FROM []

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PRIORITY

TOR 0127Z 06 MAY 1965

IN 85661

TO PRIORITY []

INFO

DATE

[]

1619

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLI 96 ON 5 MAY 65. PILOT: [] TAKE OFF AT 1437 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,100 LBS, C.G. 20.3 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4560 FT, TEMPERATURE 60 DEGREES, WIND 300/24, MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 50,000 FT, TIME OVER 2.0 N/A. PURPOSE: [] SYSTEM A, B AND C CHECKOUT. CONFIGURATION 3.2 MACH. Q BAY AND SPECIAL EQUIPMENT: A, B AND C SYSTEMS.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 50,000 FT WERE NORMAL.

[] COMPLETED TWO RACETRACK PATTERNS OVER [] CONTROL. [] EXPERIENCED STRONG TURBULENCE ON SECOND RUN WHICH MAY HAVE CAUSED AN INS STEERING MALFUNCTION. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THIS ACFT IS SCHEDULED FOR ANOTHER [] SORTIE ON 6 MAY AFTER WHICH IT WILL BE LAYED UP FOR ENGINE CHANGE, INLET SYSTEM MAINTENANCE AND [] INSTRUMENTATION WORK. DETAILS OF [] TESTING WILL BE REPORTED BY [] CABLE.

END OF MESSAGE

~~SECRET~~

[]

CLASSIFIED MESSAGE

0107Z 05 MAY 65

~~SECRET~~

ROUTING

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TO: DIRECTOR

FROM: []

SUBJECT:

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ROUTING	INT
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✓ 9	✓
10	OSA 1-20

PRIORITY

TOR: 0236Z 05 MAY 65

IN 85426

TO

PRIORITY []

INFO []

DATE []

1593

OXCART [] FLTEST OPS

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

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

END OF MESSAGE

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CLASSIFIED MESSAGE

~~SECRET~~

DATE 0029Z 01 MAY 65

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PRIORITY

TOR: 0120Z 01 MAY 65

OSA 1-20

IN 84776

TO PRIORITY INFO CITE 1540

OXCAR OPS FLTEST

1. ARTICLE 122 MADE FLT 94 ON 30 APR 65. PILOT:
 TAKE OFF AT 1116 HOURS FOR 1 HOUR. GROSS WEIGHT 110,200 LBS, C.G. 22.2 PERCENT, TAKEOFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4253 FT, TEMPERATURE 73 DEGREES, WIND 200/20 G-28, MAXIMUM SPEED 3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MINUTES, TIME OVER 2.6 MACH THIS FLT 25 MINUTES, TIME OVER 2.8 MACH THIS FLT 22 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTES, TIME AT 3.20 MACH THIS FLT 12 MINUTES, TIME OVER 50,000 FT THIS FLT 30 MINUTES.

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

2. TAKE OFF AND CLIMB AT 260 KEAS TO .9 MACH ACCOMPLISHED FOR ENGINE AND INLET TEST REQUIREMENTS. ACFT ACCELERATED AT .9 MACH TO 400 KEAS FOR NORMAL CLIMB. 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.

~~SECRET~~

[] 1542 (IN 84776)

~~SECRET~~

PAGE TWO

[] STARTED 180 DEGREE TURN FOR RETURN TO BASE WHEN AT 3.0 MACH. ACFT WOULD NOT ACCELERATE PAST 3.0 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 840 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 805. [] THEN PUT RIGHT FWD BY-PASS TO AUTO AND AFT BY-PASS TO CLOSED. THE RIGHT CIP DROPPED 2 PSI. DURING INITIAL DECELERATION SHOCK EXPULSION OCCURED ON THE LEFT SIDE AT 3.14 MACH. SHOCK RECOVERY DID NOT OCCUR UNTIL THE RIGHT SPIKE WAS PLACED FULL FORWARD. THE RIGHT INLET REMAINED ROUGH DOWN TO 1.73 MACH. REMAINDER OF DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. INS OPERATION WAS REPORTED AS GOOD.

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 280043Z APR 1965

ROUTING	
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PRIORITY

IN-84107

TOR: 280131Z APR 1965

TO PRIORITY INFO CITE 1478

OX CART 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

~~SECRET~~

2

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

END OF MESSAGE

UNCLASSIFIED MESSAGE

~~SECRET~~

ROUTING	
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0039Z 21 APR 65

TO : DIRECTOR

FROM :

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PRIORITY IN 82944

TOR: 0118Z 21 APR 65

0201-20

TO PRIORITY INFO CITE 1341

OXCART FLTEST OPS

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

2. SUMMARY: DURING FIRST ATTEMPT TO RUNUP PILOT FOUND ARTICLE TRIM SYSTEM INOPERATIVE. REPLACED CIRCUIT BREAKER. SECOND START REQUIRED DOUBLE CLUTCHING BOTH ENGINES. ABORT ON RIGHT ENGINE START WITH HIGH EGT. THIRD START ON RIGHT ENGINE WAS OK. TAKE OFF AND CLIMB NORMAL. FUEL FLOW ON RIGHT ENGINE WAS 46,500 POUNDS ON RIGHT SIDE 39,000 POUNDS LEFT SIDE. AT 2.0 MACH PILOT WENT AUTO WITH FORWARD DOORS. TRIMMED THE LEFT ENGINE DOWN FROM 830 DEGREES. AT 2.2 MACH A SEVERE UNSTART OCCURRED WHICH BANGED PILOT AGAINST SIDE OF COCKPIT. THE SERIES OF UNSTARTS FOR THE REMAINDER OF THE

~~SECRET~~

1341 (IN 82944)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

~~SECRET~~

[] 1303 (IN 82451)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

00037 19 FEB 1965

O.Tech
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CD
SP
SS
COMMO
OP/ST
RB

TO DIRECTOR

FROM [REDACTED]

ACTION:

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PRIORITY

19 7:55P

00037 20 FEB 1965

TO PRIORITY [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

0365

OXCART [REDACTED] FLTSY OPS

1. AIRCRAFT 128 MADE FLIGHT 90 19 FEB 1965. PILOT [REDACTED] MAX MACH 3.25, MAX ALT 81,000 FT. TAKEOFF TIME 12:39, DURATION 1 HOUR 17 MINUTES. TAKEOFF GROSS WEIGHT 109,500 LBS, C.G. 28.5 PER CENT. TAKE OFF TEMP 60 DEGREES, DISTANCE 6,000, SPEED 200 KIAS, WIND CALM. TIME ABOVE M2.0, 35 MIN; 2.6, 25 MIN; 3.0, 19MIN; 3.2, 15 MIN; ABOVE 50,000 FT 35 MIN. PURPOSE: IN FLIGHT SURGE CHARACTERISTICS AND NOZZLE STABILITY.

2. AFTER NORMAL TAKE OFF, AIRCRAFT CLIMBED AT 260 KEAS TO M .9 AT 39,500 FT. AIRCRAFT THEN ACCELERATED TO 400 KEAS AT 35,000 FT AND STARTED CLIMB.

3. CLIMB TO 81,000 FT AND M 3.25 WAS UNEVENTFUL.

4. DESCENT FROM M 3.25 WAS MADE BELOW MILITARY POWER AND RESULTED IN SEVERAL UNSTARTS FROM M 2.4 DOWN TO M 2.2. RESTARTS SATISFACTORY.

5. NORMAL LANDING AND CHUTE DEPLOYMENT.

END OF MESSAGE

~~SECRET~~

[REDACTED]

~~SECRET~~

0337 (IN 72706) PAGE TWO

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

END OF MESSAGE

~~SECRET~~

308

EX-100

CLASSIFIED INFORMATION

DATE 0149Z 18 FEB 65

~~SECRET~~

ROUTING		
1	D/Tech	9 CD
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7	OXC	15
8	MD	16

TO DIRECTOR

FROM []

ACTION

INFO

ION 0216Z 18 FEB 65

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PRIOR **PRIORITY**

IN 72501

TO PRIORITY []

INFO []

CITE []

0316

OXCAR OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 88 ON 17 FEB 65. PILOT: []

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 KTS, PRESSURE ALTITUDE 4035 FT, TEMPERATURE 54 DEGREES, WIND CALM, MAXIMUM SPEED 3.1 MACH, MAXIMUM ALTITUDE 75,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 6 MINUTES. PURPOSE: TO EVALUATE RELITE CAPABILITIES OF 24 SHOT TEB SYSTEM. TO OBTAIN FUEL CONTROL DATA AT LOW CIT. TO DETERMINE TRIM CAPABILITIES OF LEFT MAIN FUEL CONTROL AND WHAT ARE SURGE LIMITS. CONFIGURATION: MN 3.0. RIGHT ENGINE J/J WITH DRIP PROBE TEB.

2. TAKE OFF AND CLIMB AT 260 KEAS TO .9 MN. AT .9 MN HAD A SLIGHT RPM SURGE DUE TO COMPRESSOR BLEED VALVE CLOSING. CONTINUED CLIMB AT 400 KEAS AND AT 2.5 MN THE RIGHT HAND ENGINE BLEED LITE CAME ON. RIGHT CIP WAS 1 PSI LOWER THAN LEFT. STARTED TURN AT 2.5 MN AND CONTINUED ACCELERATION TO 3.1 AT 75,000 FT. STARTED A

~~SECRET~~

[]

0316 (IN 72561)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

UNCLASSIFIED MESSAGE

DATE

0140Z 27 JAN 1965

~~SECRET~~

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

PRIORITY

TO : DIRECTOR

FROM : [REDACTED]

ACTION:

INFO : [REDACTED]

ROUTING	INT
1	
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175

TOR 0225Z 27 JAN 1965

IN 68924

TO PRIORITY [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

9917

OXCART FLIEST OPS [REDACTED]

1. ARTICLE 122 MADE FLIGHT 86 ON 26 JAN 65. PILOT [REDACTED] TAKE OFF AT 1411 HOURS, LANDING AT 1518 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 107 JET. AFT BY-PASS DOOR INDICATORS DO NOT OPEN TOGETHER. AT MAX ALT LEFT EGT 730 RIGHT EGT 770. AT 3.15 MACH 74,000 FEET

~~SECRET~~

[REDACTED]

(CONT-)

PAGE TWO [] 9917

~~SECRET~~

IN 68924

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

3. COMMENT: FUEL QUANTITY INDICATOR OSCILLATED 4000 LBS.

END OF MESSAGE

~~SECRET~~

0045Z 22 JAN 65

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING		
1	<i>D/Tech</i>	9 <i>CD</i>
2		10 <i>Command</i>
3		11 <i>SS</i>
4	<i>D/ISOT</i>	12 <i>FD</i>
5	<i>"</i>	13 <i>QB</i>
6	<i>D/FA</i>	14
7	<i>O&C</i>	15
8	<i>MD</i>	16

DIRECTOR

RCM

DT:GM

WFO

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

PRIORITY

IN-68206

TOR 0131Z 22 JAN 65

OSAT-20

PRIORITY

INFO

CITE

9830

QXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT ⁸⁵ ON 21 JANUARY 65. PILOT TAKE OFF AT 1337 FOR 1:05: MISSION INLET PERFORMANCE. GROSS WEIGHT 110,000, C.G. 1:05 PER CENT, TAKE OFF DISTANCE 6600 FEET, TAKE OFF SPEED 225 KNOTS, TEMPERATURE 57 DEGREES, WIND 14 KNOTS, MAXIMUM SPEED 3.18 MACH, MAXIMUM ALTITUDE 80,000 FEET. TIME OVER 2.0 MACH 40 MIN, TIME OVER 2.6 MACH, 28 MIN, TIME OVER 3.0 MACH 17 MIN, TIME OVER 50,000 FEET 43 MIN.

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

END OF MESSAGE

~~SECRET~~

~~SECRET~~

[REDACTED] 9741 (IN 67323)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

~~SECRET~~

IN 62839

[] 9223

PAGE TWO

REACTION ON THE ARTICLE, WAS DISENGAGED. CIPS WERE VARYING ONE ONE HALF POUNDS DURING ACCELERATION. DURING A LEFT TURN AT 2.8 MACH, 400 KEAS CLIMBING FROM 69,000 FEET TO 74,000 FEET, 1 SHOCK POPPED THEN THE OTHER. SPIKES FORWARD CLEARED THE DISTURBANCES. EGT'S DID NOT GO OVERBOARD DURING STALLS. PILOT NOTED PITCH TRIM INDICATOR 5 DEGREES DOWN DURING TURN. COMMENTED C.G. SEEMED AFT. POWER REDUCED TO MILITARY FOR DECELERATION CAM DATA AT 1.5 MACH. ACCELERATION TO 2.8 MACH AT 400 KEAS C.G. APPEARED TO BE AFT DURING ACCELERATION IN ROUGHNESS. FUEL FLOWS WERE MATCHED AT 350 KEAS 74,000 FEET, 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD AT 2.8 MACH PLUS OR MINUS .02 MACH IN 45 DEGREE LEFT BANK. BEST OPERATION IN ARTICLE TO DATE. AT 2.0 MACH 375 KEAS REDUCED POWER DROPPED R ENGINE, AFT BY-PASS OPEN, FORWARD OPEN, SPIKE AUTO. OPENED THROTTLE TO ONE HALF BEFORE ENGINE HAD DECELERATED TO IDLE (5-6) SECOND. ROUGHNESS NOTED. 1 SHARP STALL NOTED. POWER TO MILITARY, SPIKE CAM DATA AT 350 KEAS, LANDED.

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

END OF MESSAGE

~~SECRET~~

USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

0413Z 04 DEC 64

~~SECRET~~

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

TO : DIRECTOR
 FROM :
 ACTION:
 INFO :

ROUTING	INT
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PRIORITY

IN-60813

TOR: 0551Z 04 DEC 64

1-1.5

TO PRIORITY INFO CITE 9027

OXCART FLTEST OPS

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

2. TRIMMED BOTH ENGINES MANUALLY, LEFT 805 DEGREES, RIGHT 795 DEGREES. SPIKES AUTO, AFT BY-PASS MANUALLY CLOSED. TAKEOFF AND CLIMB TO TANKER NORMAL. JOINED WITH TANKER, COULD ONLY TAKE ON 50,000 LBS INDICATED WHILE DESCENDING TO 24,000 FEET WHERE DISCONNECTED AT MINIMUM ALTITUDE FOR TANKER CLEARANCE. ACCELERATED

~~SECRET~~

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~~SECRET~~

[] 9027 (IN-60813)

PAGE TWO (2)

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2308Z 03 DEC 64

~~SECRET~~

ROUTING

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

TO : DIRECTOR

FROM : []

ACTION:

INFO :

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

OSA 1-00

TOR: 2357Z 03 DEC 64

[]

IN 60777

TO PRIORITY []

INFO []

CITE []

9014

OXCART FLTEST OPS

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

2. THE LEFT ENGINE WAS NOT TRIMMED PRIOR TO TAKEOFF OR DURING FLIGHT. STABLIZED AT 787 DEGREES AT TAKEOFF. THE RIGHT ENGINE WAS TRIMMED DOWN TO 760 DEGREES PRIOR TO TAKEOFF AND WAS RE-TRIMMED DURING FLIGHT MANY TIMES. TAKEOFF WAS AT 220 KTS AND CLIMB WAS INITIALLY 375 KEAS. A TUNNEL CLEARANCE WAS NOT OBTAINED, AND TRANSONIC ACCELERATION WAS MADE LEVEL. AT 14,000 - 15,000 FEET ALTITUDE A REAR END EJECTOR VIBRATION WAS NOTICEABLE. THE MA-1

~~SECRET~~

[]

~~SECRET~~

[] 9014 (IN 60777)

PAGE TWO

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

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

4. LANDING NORMAL. CHUTE OPERATION NORMAL.

END OF MESSAGE

~~SECRET~~

~~SECRET~~

8915 (IN-59603)

PAGE TWO (2)

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2220Z 19 NOV 64

~~SECRET~~

ROUTING	
1	DITech
2	
3	
4	OFA
5	OXC
6	MD
7	CD
8	SD
9	SS
10	COMMO
11	DDST
12	"
13	RB
14	
15	
16	

TO : DIRECTOR
 FROM :
 ACTION:
 INFO :

ROUTING	INT
✓ 1	
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8	
✓ 9	
10	

~~PRIORITY~~

TOR 2228Z 19 NOV 64

IN 58520

TO PRIORITY INFO CITE 8797

OXCAR FLTEST OPS

NO NIGHT ACTION

REF: 8778

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

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

0141Z 19 NOV 64

~~SECRET~~

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

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING	INT
✓ 1	
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7	
8	
✓ 9	✓
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PRIORITY

TOR: 0205Z 19 NOV 64

OSA 1-20

IN 58342

TO PRIORITY

INFO

CITE

8778

OXCART FLTEST OPS

NO NIGHT ACTION

- ARTICLE 122 MADE FLIGHT 79, 18 NOV 64. PILOT TAKE OFF GROSS WEIGHT 102,900 LBS., CG 20.5 PERCENT. MAX MACH 2.85, MAX ALT 75,000. TAKE OFF DISTANCE 6,000 FT, 27 DEGREES F.
- PURPOSE OF FLIGHT: NEW FUEL CONTROL CAM ON LEFT ENGINE. H2 IGNITION. DRIP TEB SYSTEM ON RIGHT ENGINE. AIR STARTS.
- TAKE OFF AND CLIMB AT 390 KEAS WERE NORMAL. THREE ENGINE SHUT DOWNS WERE MADE ON RIGHT SIDE, CHECKING FUEL DRIP TEB PROBE SYSTEM, AT M2.8, M2.4 AND M.88. RELITES WERE MADE ON ALL SHUT DOWNS WITH NO TROUBLE EXCEPT ROUGHNESS PRIOR TO AND DURING RELITES.
- LANDING WAS NORMAL. MORE RELITES WILL BE ATTEMPTED ON NEXT FLIGHT.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0144Z 05 NOV 64

~~SECRET~~

ROUTING		
1	DT Tech	9 SS
2		10 COMMO
3		11 DDIST
4	DEA	12 "
5	OXC	13 RB
6	MP	14
7	CD	15
8		16

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING	INT
1	
2	
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7	
8	
9	OSA 1
10	20

TOR: 0215Z 05 NOV 64

IN 56097

TO PRIORITY

INFO

CITE 8541

OX CART OPS FLTEST

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

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

~~SECRET~~

~~SECRET~~

IN 56097

8541

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

~~SECRET~~

[] 8469 (IN 55631)

PAGE TWO

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

END OF MSG

~~SECRET~~

REVISIONS

CLASSIFIED MESSAGE

ROUTING

DATE 2024Z 30 OCT 64

~~SECRET~~

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

TO DIRECTOR

FROM :

ACTION:

INFO :

TOR 2101Z 30 OCT 64

ROUTING	INT
1	✓
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9	
10	✓

OSA 1-20

PRIORITY

IN 55232

TO PRIORITY

INFO

CITE

8405

OXCART FLTEST OPS

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

~~SECRET~~

[]

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8405 (IN 55232)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

DATE 0523Z 15 OCT 64

~~SECRET~~

ROUTING	
1	DTech 9 SS
2	10 COMMO
3	11 DD/S&T
4	DEA 12 RB
5	OXC 13
6	MO 14
7	CD 15
8	SD 16

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING	INT
✓ 1	✓
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8	
✓ 9	
10	

PRIORITY

TOR: 0559Z 15 OCT 64

IN-52601

TO PRIORITY

INFO

CITE

8086

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 75 ON 14 OCT 64. PILOT

TAKEOFF AT 16:18 HOURS FOR 1 HOUR AND 6 MINUTES. GROSS WEIGHT 110,000 LBS, CG 21 PERCENT, TAKEOFF DISTANCE 8300 FT, TAKEOFF SPEED 210 KTS, PRESSURE ALTITUDE 4320 FT, TEMPERATURE 73 DEGREES, WIND 180/10, MAXIMUM SPEED 2.41 MACH, MAXIMUM ALTITUDE 71,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MINUTES. PURPOSE LEFT ENGINE EXHAUST NOZZLE STABILITY TEST. CONFIGURATION AFT BY-PASS AUTOMATIC OPERATION.

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0530Z 13 OCT 64

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

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA-1-15

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

PRIORITY

0512Z 13 OCT 64

IN-52197

TO PRIORITY

INFO

CITE

8053

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 74 ON 12 OCT 64. PILOT: . TAKE OFF AT 1632 HOURS FOR 56 MINUTES. GROSS WEIGHT: 103,689 POUNDS, C.G. 19:33 PERCENT, TAKE OFF DISTANCE 8,200 FEET, TAKE OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4,325 FEET, TEMPERATURE 81 DEGREES, WIND 190/5, MAXIMUM SPEED 2.82 MACH, MAXIMUM ALTITUDE 72,000 FEET, TIME OVER MACH 2.0 THIS FLIGHT 35 MINUTES. TIME OVER MACH 2.6 THIS FLIGHT 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

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2224Z 01 OCT 64

~~SECRET~~

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

85
COMM
DPST
BS

TO : DIRECTOR

FROM : []

ACTION:

INFO :

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

ROUTINE

TOR: 2230Z 01 OCT 64

OFA 1-15

IN 50409

TO []

INFO

CITE []

78° 1

OXCART FLTEST OPS

REF: A. [] 7822

B. [] 4934

REFERENCE FLI 73 ARTICLE 122 30 SEP 64. TIME AT OR ABOVE

2.8 WAS 5 MINUTES.

END OF MESSAGE

~~SECRET~~

[]

CLASSIFIED MESSAGE

~~SECRET~~

DATE 2002Z 30 SEP 64

ROUTING			
1	DTech	9	SS
2		10	SD
3		11	COMMO
4	DFA	12	RB
5	DDIST	13	
6	DXC	14	
7	MD	15	
8	CD	16	

TO : DIRECTOR

FROM :

[]

ACTION:

INFO :

ROUTING	INT
✓ 1	
2	
3	
4	
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6	
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10	

IMMEDIATE IMMEDIATE

TOR: 2036Z 30 SEP 64

IN 50136

TO

IMMEDIATE

INFO

CITE

7822

OX CART

[] FLTEST OPS

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

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

3. THE CARD CALLED FOR CLIMB TO M2.8 AND 400 KEAS AND THEN HOLD MAXIMUM AB AND CLIMB AT M2.8 UNTIL BLOWOUT OCCURRED. WHILE IN THIS MANEUVER AT M2.8 THE LEFT INLET STALLED WHEN AIRPLANE REACHED 380 KEAS. AFTER RECYCLING SPIKE TO RESTART INLET THE SPIKE WOULD NOT RETURN AFT BUT STAYED IN FULL FORWARD POSITION. AFTER REOPENING FORWARD AND AFT BY-PASSES AND CYCLING POWER ON THE RIGHT ENGINE, IT BECAME NECESSARY TO RECYCLE SPIKE AGAIN

~~SECRET~~

IN 50136

~~SECRET~~

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

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1955Z 25 SEPT 64

~~SECRET~~

ROUTING		
1	D/Ted	9 SS
2	I	10 SD
3		11 Command
4	DDIS&T	12 RB
5	D/FA	13
6	OXC	14
7	WD	15
8	CD	

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 2026Z 25 SEPT 64

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

PRIORITY

IN 99277

TO PRIORITY

INFO

CITE

7745

OXCART OPS FLIEST

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

2. ENGINES WERE TRIMMED TO 804 DEGREES LEFT AND 812 DEGREES RIGHT.
 THE INLET CONFIGURATION FROM TAKE OFF, UNTIL THE AFT BY-PASS DOORS
 WERE MANUALLY CLOSED FOR LANDING, WAS SPIKES "AUTO", AFT BY-PASS "AUTO"
 AND FORWARD DOORS MANUALLY "CLOSED". THE COMPLETE FLT WAS FLOWN
 WITHOUT TRIMMING. A 400 KEAS CLIMB WAS MADE AND MINIMUM A/B ESTABLISH
 FOR CRUISE. CRUISE AT 2.8 MACH WAS 10 MINUTES. PRIOR TO THE DECELER-
 ATION, MAXIMUM A/B WAS USED AND KEAS BROUGHT TO 330. THROTTLES
 WERE RETARDED TO MILITARY WITH A SMOOTH TRANSITION. THE RIGHT

~~SECRET~~

7745 (IN 99277

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE

2123Z 17 SEPT 1964

~~SECRET~~

ROUTING			
1	DTech	9	SS
2		10	COMMO
3		11	DDIS/T
4	OFA	12	KB
5	OXC	13	
6		14	
7		15	
8		16	

PRIORITY

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA 1-15
TOR: 2227Z 17 SEPT 1964

ROUTING	
1	
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IN 97865

TO PRIORITY INFO CITE 7624

OXCART OPS FLTEST

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

2. TAKEOFF AND CLIMB ON 400 KEAS LINE AND MAXIMUM AFTERBURNER WERE NORMAL. NOTED THAT AFT BY-PASS STARTED TO MODULATE AT 1.64 MACH. AFT BY-PASS STARTED TO CLOSE AGAIN AT 2.3 MACH. VERY MILD INLET ROUGHNESS DEVELOPED AT 2.55 BUT DISAPPEARED IN A MATTER OF SECONDS. MILD SPIKE HAMMER DEVELOPED MOMENTARILY AT 2.8 MACH. WHEN ACFT REACHED 3.01

~~SECRET~~

[] 7624 (IN 97865)

~~SECRET~~

PAGE -2-

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1834Z 15 SEP 64

~~SECRET~~

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

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING	INT
1	
2	
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4	
5	
6	
7	
8	
9	
10	

IMMEDIATE

~~IMMEDIATE~~

IN 97369

TOR: 1858Z 15 SEP 64

TO IMMEDIATE

INFO

CITE 7580

OXCART FLTEST

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: ACCELAION 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.

4. ACCELERATION VERY BAD FROM 1.0 TO 1.1 AND PITCH TRIM REQUIRED 4 DEGREES DOWN. ABOVE M1.1 THE TRIM LEVELLED OFF TO 2 DEGREES AND ACCELERATION IMPROVED SOMEWHAT BUT WAS STILL CONSIDERED POOR.

~~SECRET~~

~~SECRET~~

7580 (IN 97369)

PAGE TWO

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

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

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

8. NORMAL LANDING WITH GOOD CHUTE.

END OF MESSAGE

~~SECRET~~

ROUTED MESSAGE

DATE 0216Z 12 SEPT 64

~~SECRET~~

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

TO : DIRECTOR

FROM

[Redacted]

ACTION:

INFO

OSA 1-15

TOR 0334Z 12 SEPT 64

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

PRIORITY

IN 96944

TO PRIORITY

[Redacted]

INFO

[Redacted]

CITE

[Redacted]

7552

OXCAR OPS FLTEST

REF [Redacted] 7537

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

END OF MESSAGE

*FLT. 69
122 ATTACHED*

~~SECRET~~

[Redacted]

CLASSIFIED MESSAGE

DATE 1914Z 11 SEP 64

~~SECRET~~

ROUTING		
1	DI Tech	9 SS
2	I	10 SD
3		11 Comm
4	DDISPT	12 RB
5	DIFA	13
6	OXC	14
7	MD	15
8	CD	16

TO : DIRECTOR
 FROM :
 ACTION:
 INFO :

ROUTING	INT
/ 1	/
2	
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7	
8	
/ 9	/
10	

PRIORITY
 IN 96827
 OSA 1-15

TOR: 1941Z 11 SEP 64

TO PRIORITY INFO CITE 7537
 OXCART OPS FLTEST

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

2. ENGINE EGT'S PRIOR TO TAKE OFF WERE 810 DEGREES LEFT AND 803
 DEGREES RIGHT. IMMEDIATELY AFTER TAKEOFF BOTH ENGINES WENT 800-810
 DEGREES. ACCELERATION FROM .98 MACH TO 1.1 MACH WAS EXTREMELY SLOW.
 NOTED DURING THIS PERIOD, THAT THE PITCH TRIM INDICATOR
 SHOWED 4 DEGREES DOWN AND THE EGT'S WERE 780 DEGREES. THE ONION

~~SECRET~~

~~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.

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0059Z 05 SEP 64

~~SECRET~~

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

PRIORITY

TO DIRECTOR

FROM []

ACTION:

INFO :

TOR: 0125Z 05 SEP 64

ROUTING	INT
1	
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9	
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15

IN 96009

TO PRIORITY []

INFO []

CITE []

7473

OXCANT OPS FLTEST

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. ACCELERATION 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

~~SECRET~~

7473 (IN 96009)

~~SECRET~~

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

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1909Z 01 SEP 64

~~SECRET~~

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

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 1927Z 1 SEP 64

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

IMMEDIATE

IN 95273

TO IMMEDIATE

INFO

CITE 7404

OXCART

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

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

AT MACH 2.6 TO 2.7 ONION SLICER WAS MOVING AND APPEARED TO BE WORKING SATISFACTORILY, HOWEVER AT MACH 2.71 THE SHOCK POPPED, THE BENDIX ENGINE WENT TO 840 DEGREES, NO AUTO RESTART OCCURRED, REDUCED THROTTLES TO IDLE AND ENGINE REMAINED AT 840 DEGREES, HE INITIATED RESTART CYCLE AND ENGINES RESTARTED. AT MACH 2.35 HE RELIT AB'S, WENT ON AUTOMATIC, ACCELED TO MACH 2.6 AND RETURNED HOME. 14,000 POUNDS OF FUEL REMAINED. GOOD LANDING WITH SLOW CRUTE DEPLOYMENT.

END OF MESSAGE

~~SECRET~~

SECRET MESSAGE

DAVE 065Z 29 JUL 64

~~SECRET~~

ROUTING

	DI Tech	Comm
2		SS
3		SD
4	D/Dis/T	QB
5	D/FA	
6	OXC	
7	WD	
8	CD	

TO : DIRECTOR

FROM : []

ACTION:

INFO : COSA 1-15 []

PRIORITY

1
2
3
3
5
6
7
8

PRIORITY

TOR 065Z 29 JUL 64

IN-87356

TO PRIORITY []

INFO []

CITE [] 6757

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 66 ON 8 JUL 64. PILOT: []
 TAKEOFF AT 17:21 HOURS FOR 56 MINUTES. GROSS WEIGHT 94,750 LBS,
 C.G. 21 PERCENT, TAKE OFF DISTANCE 5300 FT, TAKE OFF SPEED 205 KTS,
 PRESSURE ALTITUDE 4420, TEMPERATURE 91 DEGREES, WIND 190/12-21.
 MAXIMUM SPEED 2.60 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0
 MACH THIS FLT 30 MINUTES, TOTAL AOPT 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, DE-
 CENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THE BENDIX FUEL CONTR
 MAINTAINED RPM, FUEL FLOW, AND EGT WITHIN LIMITS THROUGHOUT THE FLT

~~SECRET~~

[]

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6757 (IN-87356)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

MPG. 0-68

DATE 2300Z 02 JULY 64

~~SECRET~~

ROUTING		
1	? TECH	9 SD
2		10 Commo
3		11 POSIT
4	DXC	12 RB
5	DEA	13
6	MD	14
7	CD	15
8	SS	16

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR 0102Z 03 JULY 64

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

PRIORITY

IN 86507

TO PRIORITY

INFO

CITE

6657

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 65 ON 2 JUL 64. PILOT: [] TAKE OFF AT 10:05 HOURS FOR 50 MINUTES. GROSS WEIGHT 95,000 LBS, C.G. 21 PERCENT. MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 69,000 FT. PURPOSE: ACFT SYSTEMS OPERATION TO 2.6 MACH WITH EMPHASIS ON BENDIX FUEL CONTROLS AND AUTOMATIC ONION SLICERS.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL UNTIL REACHING 1.97 MACH AT WHICH POINT SHOCK EXPLOSION OCCURRED ON THE RIGHT SIDE. RIGHT ONION SLICERS TO FULL OPEN DID NOT CLEAR THE STALL, BUT THE STALL CLEARED IMMEDIATELY WHEN THE RIGHT BY-PASS DOORS WERE MANUALLY OPENED. AFTERBURNER RELIGHTS WERE ACCOMPLISHED AT 1.85 MACH AND ACCELERATION INITIATED WITH RIGHT ONION SLICERS AND BY-PASS DOORS OPEN. RIGHT ONION SLICERS WERE PLACED IN AUTO AT 2.2 MACH AND THEN BY-PASS DOORS WERE CLOSED. SHOCK EXPLOSION OCCURRED IMMEDIATELY. OPENING BY-PASS DOORS ELIMINATED THE STALL AND ACCELERATION CONTINUED TO 2.61 MACH. DURING DECELERATION, THE RIGHT BY-PASS DOORS WERE CLOSED AT 1.9 MACH WITHOUT INCIDENT. DESCENT, LANDING WERE NORMAL.

~~SECRET~~

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[] 6657 (IN 86507)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0011Z 30 JUN 64

ROUTING		
1	D/Tech	9
2		10
3		11
4	DDISBT	12
5	D/FA	13
6	OXC	14
7	MD	15
8	CD	15

Connid
SS
SD
AB

TO :DIRECTOR

FROM

ACTION: OSA 1-15

INFO :

TOR: 0144Z 30 JUN 64

ROUTING	INT
1	
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9	
10	

PRIORITY

IN 85807

TO PRIORITY

INFO

CITE

6569

OXCAR OPS FLTEST

NO NIGHT ACTION

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

2. TAKE OFF NORMAL AND CLIMB MADE ON 400 KEAS LINE. PASSING THROUGH .85 MACH, VIBRATION FROM THE STANDARD EJECTOR FLAPS WAS FELT AND CONFIRMED BY THE CHASE ACFT. THE RIGHT ENGINE STALLED AT 1.95 MACH ON EACH ATTEMPT TO ACCELERATE TO 2.6 MACH. THE ONION SLICER IS SUSPECTED AS NOT MODULATING. AN ACCELERATION WAS MADE ON THE 350 KEAS LINE FROM .9 MACH TO 1.6 MACH. DESCENT, AND LANDING WERE NORMAL. DRAG CHUTE WAS SLOW TO DEPLOY.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0013Z 25 JUNE 64

~~SECRET~~

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

TO DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

TOR: 0221Z 25 JUNE 64

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

PRIORITY

IN-85030

TO PRIORITY

INFO

CITE

6473

OX CART OPS FLTEST

NO NIGHT ACTION

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

2. ONION SLICERS AND SPIKES WERE IN AUTOMATIC AND BY-PASS DOORS WERE MANUALLY CLOSED. TAKEOFF AND CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT PASSED THROUGH 2.0 MACH SHOCK EXPULSION WAS EXPERIENCED ALTHOUGH WAS NOT SURE IN WHICH INLET. THE INLET RECOVERED THE SHOCK WAVE AUTOMATICALLY WITHOUT PILOT ACTION. THIS OCCURRED IN A MATTER OF SECONDS AND ALSO NOTEWORTHY IS THE FACT THAT THE AFTERBURNER DID NOT BLOW OUT. MILD ROUGHNESS DEVELOPED AT 2.35 MACH AND PERSISTED UNTIL AGAIN REACHING 2.35 MACH ON DECELERATION. WHEN AIRCRAFT REACHED

~~SECRET~~

~~SECRET~~

[] 6473 (IN-85030)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 213Z 19 JUNE 64

~~SECRET~~

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

TO : DIRECTOR

FROM :

ACTION: *OSA 1-15*

INFO :

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

PRIORITY

TOR: 2203Z 19 JUNE 64

IN 84297

TO PRIORITY

INFO

CITE 6388

OXCAR OPS FLTEST

NO NIGHT ACTION

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 UNION SLICERS, EVALUATION OF HAMILTON STANDARD FUEL CONTROL, RIGHT ENGINE; BENDIX FUEL CONTROL, LEFT ENGINE; WITH NO TRIMMING IN FLIGHT AND NO ENGINE EGT LIMITS. CONFIGURATION AUTOMATIC UNION SLICERS.

2. TAKEOFF AND CLIMB WERE NORMAL. TWO ACCELERATIONS WERE MADE. THE FIRST WAS MADE FROM .9 MACH TO 1.6 MACH, UNION SLICERS OPEN AND BY-PASS DOORS MANUALLY CLOSED WITH A ONE INCH STOP. THE SECOND WAS MADE FROM .9 MACH TO 2.4 MACH, UNION SLICERS "AUTO" AND BY-PASS DOORS THE SAME AS FIRST ACCELERATION.

~~SECRET~~

~~SECRET~~

IN 84297

6388

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

DATE 0120Z 08 MAY 64

~~SECRET~~

ROUTING	
1	0 TECH
2	1
3	
4	oxc
5	ofa
6	MD
7	CD
8	SD
9	SS
10	COMM
11	DDST
12	AS
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION: 05 A 1-15

INFO :

ROUTING	INT
✓ 1	
2	
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4	
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7	
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✓ 9	
10	

P **PRIORITY**

TOR: 0322Z 08 MAY 64

IN--77559

TO PRIORITY INFO CITE 5695

OXCAR OPS FLTEST

NO NIGHT ACTION

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

TAKE OFF AT 1451 HOURS FOR 1 HOUR AND 14 MINUTES. GROSS WEIGHT 105,800 LBS, C.G. 21.5 PERCENT, TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 214 KNOTS, PRESSURE ALTITUDE 4495, TEMP 53, WIND 240/3. MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 48,000 FT. PURPOSE: TRANSONIC ACCELERATION DATA COLLECTION. CHEESE GRATERS (SCOOPS) INSTALLED ON AFT END OF TERTIARY DOOR HOLES. REMAINDER OF NACELLE CONFIGURATION STANDARD.

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

3. STATED ACCELERATION IMMEDIATELY AFTER TAKE OFF SEEMED MUCH BETTER THAN NORMAL. ACCELERATION CHECKS ON 375 AND 350 KEAS LINES WAS NOT NOTICEABLY BETTER THAN NORMAL. NOTED

~~SECRET~~

[] 5695

~~SECRET~~

PAGE TWO

MODERATE VIBRATION AT .8 MACH AND AGAIN FROM .95 THROUGH 1.2 MACH BOTH ON ACCELERATION AND DECELERATION. CHASE PILOT REPORTED OSCILLATION OF EJECTOR FLAPS COINCIDED WITH [] 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~~

CLASSIFIED MESSAGE

ROUTING

DATE 2313Z 29 APR 64

~~SECRET~~

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

TO DIRECTOR

FROM

ACTION: OSA 1-15

INFO :

TOR: 2341Z 29 APR 64

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

PRIORITY

IN 76067

TO PRIORITY

INFO

CITE

5533

OXCART FLTEST OPS

NO NIGHT ACTION

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

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

~~SECRET~~

~~SECRET~~

5533 (IN 76067)

PAGE TWO

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0004Z 29 APR 64

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

TO : DIRECTOR

FROM : []

ACTION: OSA 1-15

INFO :

TOR: 0215Z 29 APR 64

ROUTING	INT
✓ 1	
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✓ 9	
10	

PRIORITY

IN 75844

TO PRIORITY []

INFO []

CITE []

5513

OXCART OPS FLTEST

NO NIGHT ACTION

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

2. TAKE OFF AND PASSAGE UNDER TUNNEL NORMAL. CLIMB WAS MADE ON
 375 KEAS LINE FROM .8 MACH TO 2.8 MACH. AT 2.6 MACH, THE LEFT ONION
 SLICER INDICATOR BECAME INOPERATIVE AND FOR THE REMAINDER OF THE FLIGHT
 THE LEFT ONION SLICER POSITIONS WERE ESTIMATED BY THE PILOT. THE ONION
 SLICERS WERE PLACED 50 PERCENT OPEN DURING THE 2.8 CRUISE. THE AUTO
 PILOT MACH HOLD WAS EXCELLENT. THE RIGHT ENGINE WAS BROUGHT TO IDLE
 AT 2.6 MACH AND SHUT DOWN AT 2.2 MACH. THE ENGINE BEGAN BURPING AT

~~SECRET~~

[]

~~SECRET~~

[] 5513 (IN 75844)

PAGE TWO

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0100Z 23 APR 64

~~SECRET~~

ROUTING		
1	<i>O TRAT</i>	9
2		10
3		11
4	<i>OXL</i>	12
5	<i>PFA</i>	13
6	<i>MD</i>	14
7	<i>CD</i>	15
8	<i>SD</i>	16

SS
COMMO
DDST
RS

TO : DIRECTOR

FROM :

ACTION:

INFO : *OSA 1-15*

TOR 0239Z 23 APR 64

ROUTING	INT
<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/>
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<input checked="" type="checkbox"/> 9	
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PRIORITY

IN 74755

TO PRIORITY

INFO

CITE

5408

OX CART OPS FLTEST

NO NIGHT ACTION

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

2. ACCELERATION WAS MADE TO 2.3 MACH WHERE THE RIGHT UNION SLICERS WERE OPENED, BY PASS DOORS OPENED, AND SPIKE PLACED FORWARD. RIGHT ENGINE WAS BROUGHT TO IDLE AND REMAINED SMOOTH. AT 2.0 MACH THE RIGHT ENGINE WAS SHUT DOWN. ROUGHNESS OCCURRED AT 5100 RPM. THREE UNSUCCESSFUL RESTARTS WERE ATTEMPTED IN ROUGHNESS. A SUCCESSFUL START WAS MADE AT 1.6 MACH. DURING ATTEMPT TO ACCELERATE TO MILITARY, ENGINE STALLS OCCURRED. BY-PASS DOORS WERE PLACED IN "AUTO" AND THE STALLS CLEARED. AN AUTO SEQUENCE FUEL FEED PROBLEM DEVELOPED AT THIS TIME SO THE PILOT RETURNED TO BASE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0122Z 22 APR 64

~~SECRET~~

ROUTING	
1	TECH
2	1
3	1
4	OXL
5	DFA
6	MD
7	MD
8	30
9	55
10	AMMO
11	DIS ST
12	RB
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION: OS # 1-15

INFO :

TOR 0241Z 22 APR 64

ROUTING	INT
✓ 1	✓
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PRIORITY

IN--74530

TO PRIORITY

INFO

CITE 5391

OX CART OPS FLTEST

NO NIGHT ACTION

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

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

~~SECRET~~

~~SECRET~~

5391 IN--74530

*
PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2314Z 16 APR 64

~~SECRET~~

ROUTING	
1	DTECH
2	1
3	
4	DFA
5	OK
6	MD
7	CD
8	SD
9	SS
10	COMPO
11	RB
12	
13	
14	
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TO : DIRECTOR

FROM:

ACTION: OSA 1-15

INFO :

ROUTING	INT
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PRIORITY

TOR 2354Z 16 APR 64

IN 73755

TO PRIORITY

INFO

CITE 5297

OXCART OPS FLTEST

NO NIGHT ACTION

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

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

~~SECRET~~

5297 (IN 73755)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0007Z 15 APR 64

~~SECRET~~

ROUTING	
1	PTZUH
2	
3	1
4	OXC
5	DFA
6	CD
7	MD
8	SD
9	
10	
11	SS
12	COMMO
13	RS
14	
15	
16	

TO DIRECTOR

FROM

ACTION: OSA 1-15

INFO :

TOR: 0042Z 16 APR 64

ROUTING	INT
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PRIORITY

IN 73575

TO PRIORITY

INFO

CITE 5273

OX CART OPS FLTEST
NO NIGHT ACTION

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

2. THE ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF, NO INDICATION ON THE "L" SYSTEM WAS RECEIVED WHEN THE GEAR WAS RETRACTED. THIS WAS ALSO TRUE ON GEAR EXTENSION. AFTER TAKE OFF THE UNION SLICERS WERE OPENED TO 30 PERCENT. WHEN THROTTLES WERE BROUGHT OUT OF A/B TO MILITARY, THE RIGHT A/B DID NOT CUT OUT. AT .75 MACH, 20,000 FT, ROTARY ACFT OSCILLATIONS OCCURRED. CHANGING SAS CHANNELS HAD NO EFFECT BUT WHEN THE POWER WAS REDUCED, THE OSCILLATIONS STOPPED.

~~SECRET~~

~~SECRET~~

5273 (IN 73575)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2222Z 14 APR 64

~~SECRET~~

ROUTING	
2	DTech /
3	
4	OXC
5	DFA
6	MD
7	CD
8	SD
9	SS
10	COMMO
11	RB
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TO : DIRECTOR

FROM : []

ACTION: OSA 1-15

INFO TOR: 2303Z 14 APR 64

ROUTING	INT
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PRIORITY

PRIORITY

IN-73352

TO PRIORITY []

INFO []

CITE []

5241

OXCART OPS FLTEST

NO NIGHT ACTION

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

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

~~SECRET~~

[]

~~SECRET~~

5241 (IN-73352)

PAGE TWO

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

END OF MESSAGE -

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CLASSIFIED MESSAGE

DATE 0234Z 10 APR 64

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PRIORITY

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO : TOR 0342Z 10 APR 64

ROUTING	INT
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IN 72616

TO PRIORITY

INFO

CITE 5175

OXCAR OPS FLTEST
NO NIGHT ACTION

1. ARTICLE 122 MADE FLI 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.

~~SECRET~~

5175 (IN 72616)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

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

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

END OF MESSAGE

~~SECRET~~

IN 63997 [] 4338

PAGE 2

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2227Z 11 FEB 64

CLASSIFIED MESSAGE

~~SECRET~~

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TO : DIRECTOR

FROM :

ACTION: OS # 1-15

INFO :

FOR 2341Z 11 FEB 64

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IMMEDIATE

IN--62311

TO IMMEDIATE

INFO

CITE

4258

OXCART

1. AIRCRAFT 122 MADE FLIGHT 50, 11 FEB 1964. PILOT LOU SCHALK. TAKE OFF TIME 0909 LOCAL, DURATION 1 HR 15 MIN. TAKE OFF GROSS WEIGHT 119,100 LBS., CG 21.1 PER CENT. MAX MACH NUMBER 2.52, MAX ALT 66,000 FT. TAKE OFF DISTANCE 7,800 FT. TAKE OFF SPEED 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

~~SECRET~~

~~SECRET~~

4858 IN--62311

PAGE TWO

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

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

4. LANDING, CHUTE AND BRAKES WERE SATISFACTORY.

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

END OF MESSAGE

~~SECRET~~

2356Z 4 FEB 64

~~SECRET~~

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DIRECTOR

FROM []

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IMMEDIATE

IN 61425

TOR: 0022Z 5 FEB 64

TO IMMEDIATE []

INFO []

CITE []

3917

OXCART [] FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 49, 4 FEB 64. PILOT []
 [] TAKEOFF TIME 0344 HOURS LOCAL, DURATION 1 HOUR
 AND 44 MINUTES. TAKEOFF GROSS WEIGHT 117,000 POUNDS, CG
 20.3 PERCENT. MAX SPEED MACH 2.69, MAX ALTITUDE 74,000
 FEET. RUNWAY TEMPERATURE 23 DEGREES, TAKEOFF DISTANCE 3300
 FEET, TAKEOFF SPEED 209 KNOTS, ZERO WIND. PURPOSE OF FLIGHT:
 MAX WEIGHT TAKEOFF. HEAT SOAK AND RANGE FUEL SPECIFICS AT
 MACH 2.65.

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

3. THIS WAS THE HIGHEST TAKEOFF WEIGHT TO DATE. THE
 START UP WEIGHT WAS 118,100 POUNDS, WITH AN ESTIMATED TAKE OFF
 WEIGHT OF 117,000 PLUS POUNDS. THIS ACFT HAS A BASIC WEIGHT OF
 53,000 POUNDS SO THIS IS WITHIN 1000 POUNDS OF THE MAXIMUM WEIGHT
 POSSIBLE AS STATED BY LAC FLIGHT TEST PERSONNEL. THIS HAS NOT BEEN

~~SECRET~~

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[]

GROUP 1 Excluded from automatic downgrading and declassification

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IN 61425

[REDACTED] 3917

PAGE TWO

CHECKED OUT WITH BURBANK.

4. TAKEOFF WAS GOOD BREAKING GROUND AT 8300 FEET AT 209 KIAS. DURING TAKE OFF PITCH MONITOR LIGHT CAME ON BUT RESET OK. MADE AB CLIMB TO 28,000 FEET THEN PASSED UNDER TUNNEL AT MILITARY, CONTINUED CLIMB ON FAR SIDE IN AB TOPPING OUT AT MACH 2.69 IN THE TURN NEAR [REDACTED] APPROXIMATELY 35 MINUTES AFTER TAKE OFF. THE CLIMB ACCELERATION WAS MADE AT A CONSTANT 300 KEAS. AFTER REACHING MACH 2.69 THROTTLES WERE REDUCED TO ONE HALF AB AND CONSIDERABLE BURNER ROUGHNESS WAS NOTED WHICH WENT AWAY AFTER ROLLING OUT OF THE TURN AT [REDACTED] HE THEN PROCEEDED SOUTH TO [REDACTED] REACHING THERE WITH 28,000 POUNDS FUEL REMAINING AND READING 20,000 POUNDS TOTAL FUEL FLOWN AT THE TIME. DECIDING HE HAD 45 MINUTES OF FUEL REMAINING HE TURNED NORTH TO [REDACTED] AND RETURNED SOUTH TO THE BASE BEFORE COMING OUT OF AB.

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

MFG. 3-69

DATE 0202Z 04 FEB 64

~~SECRET~~

ROUTING		
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TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

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PRIORITY

TOR: 0400Z 04 FEB 64

IN--61268

ID

PRIORITY

INFO

CITE

3894

OXCART OPS FLTEST

NO NIGHT ACTION

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

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

END OF MESSAGE

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CLASSIFIED INFORMATION

DATE 0205Z 28 JAN 64

~~SECRET~~

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TO : DIRECTOR

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ACTION:

INFO : OSA 1-15

TOR: 0312Z 28 JAN 64

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PRIORITY

IN60440

TO PRIORITY

INFO

CITE 3786

OXCAR OPS FLTEST

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

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

3. MODE X AND MODE 3 IFF INDICATED A MALFUNCTION BY TRANS-
 CONTINUED

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3786 IN66440

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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TIME 0141Z 25 JAN 64

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PRIORITY

DIRECTOR

[Redacted]

OSA 1-15

TO: 0213Z 25 JAN 64

IN 60198

TO PRIORITY [Redacted]

INFO [Redacted]

CITE [Redacted]

3755

OXCART [Redacted] FLTEST OPS

NO NIGHT ACTION

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

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

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

END OF MESSAGE

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CLASSIFIED MESSAGE

MSG. PAGE

DATE 0012Z 18 JAN 64

~~SECRET~~

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PRIORITY

TO DIRECTOR

FROM: []

ACTION:

INFO: OSA 1-15

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TOR: 0053Z 18 JAN 64

IN 59186

TO PRIORITY []

INFO []

CITE [] 3616

OXCAIT OPS FLTEST
NO NIGHT ACTION

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

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

~~SECRET~~

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3616 (IN 59186)

~~SECRET~~

PAGE TWO

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

END OF MSG

*Is this a sensor ~~vs~~ scheduling problem?
Whose fault?*

~~SECRET~~

8701 (IN 69568)

PAGE TWO

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

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

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

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

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

END OF MESSAGE

Z 08 MAR 63

~~SECRET~~

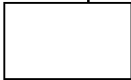
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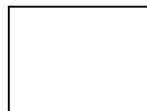
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INFO



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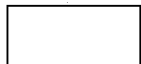
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2113Z 8 MAR 63



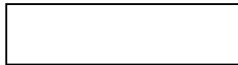
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BT



ARTICLE 122 MADE FLT 6, 8 MAR 63. DURATION 34 MINUTES
SPEED M 2.45, MAX ALT 62,000 FEET PLUS. T.O. GROSS WEIGHT
00 POUNDS, CG 21.7 PERCENT, PILOT LOU SCHALK. PURPOSE OF
WAS EXTENSION OF THE FLT ENVELOPE AND HIGH MACH STABILITY
KS.

AD TAKEOFF AND CLIMB TO 38,000 FEET FOLLOWED BY
LERATING CRUISE TO M1.8. 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.

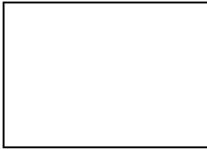
ILITY CHECKS WERE MADE AT .1 MACH INCREMENTS WHILE
LERATING. A NORMAL LANDING WAS MADE.

THE BYPASS DOORS WERE INTENTIONALLY HELD IN A ONE AND ONE-HALF
OPEN POSITION BY STOPS WHEN THE CONTROL WAS MOVED TO CLOSED.

~~SECRET~~



~~SECRET~~



TWO

PERMITTED THE VELOCITY SPEED TO BE REACHED. THE SPIKE SCHEDULE
AGAIN BE MODIFIED FOR THE NEXT RUN AND THE BYPASS DOORS
S ALSO MAY BE CRASSED SLIGHTLY. LAC HOPED TO REACH W 2.5
HIS PROCEDURE WHILE WAITING FOR THE REDESIGNED INLET CORNTOLS,
UP ONE TO TWO WEEKS.

ARTICLE 125 IS AIRBORNE AT THIS MOMENT IN AN INS TEST.
OLE 125 IS SCHEDULED FOR 1230 HOURS LOCAL TIME, ARTICLE 121
CHEDULED FOR 1600 HOURS LOCAL TIME 8 MAR 53.

END OF MESSAGE

~~SECRET~~

79Z 01 MAR 63

~~SECRET~~

C/IDD
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DDR
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OPERATIONAL ~~INFORMATION~~

Col. Gary

RECTOR

[REDACTED]

A 11-2-3-4-5-6-7-8-9-101

~~SECRET~~

OPERATIONAL IMMEDIATE

NO 25022 09 MAR 63

IN 68021

IN [REDACTED]

[REDACTED]

[REDACTED]

8497

PART [REDACTED]

1. ARTICLE 122 MADE FLT 5, 3 MAR 63. DURATION 56 MINUTES.

050 WEIGHT 90,000 POUNDS, MAX ALT 62,000 PLUS. PILOT [REDACTED]

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

2. AS TAKEOFF, FOLLOWED BY CLIMB TO 32,000 FEET AND 10 DEGS, CRUISE TO 10 MILES NORTH OF [REDACTED] AND THEN TURNED BACK TOWARD BASE. WITH 24,000 POUNDS OF FUEL REMAINING HE THEN ACCELERATED FROM M 1.49 TO M 2.35 AT 62,000 PLUS FEET WHEN FLT WAS TERMINATED.

3. THE BY PASS DOORS WERE PUT ON AUTOMATIC AT M 1.8 AND THEREAFTER THEY FLUCTUATED BETWEEN OPEN AND PARTIALLY CLOSED PARTICULARLY ON THE LEFT ENGINE. THIS PRESUMABLY CAUSED A SLIGHT YAW TO THE LEFT WHICH IN TURN CAUSED THE SPITTING OUT OF ICE SNOW ON THE LEFT SIDE. THRUST THEREFORE STARTED TO DECAY ON THAT SIDE ALTHOUGH NO ROUGHNESS, COMPRESSOR STALL, OR AB BLOWOUT WAS NOTED. HOWEVER, THE FLT WAS TERMINATED THERE SINCE THE ACFT

~~SECRET~~

[REDACTED]

~~SECRET~~

LA 1437 (7) 608010

PAGE TWO

NO NO LONGER ACCELERATE.

1. AT THIS POINT THE PILOT STARTED TO GET HOT AND WAS FORCED ATTEMPT TO SWITCH OVER TO THE OTHER ENGINE TO KEEP COOL. IN ABOUT 15 MINUTES TO 20 MIN. WITH 3000 POUNDS OF FUEL REMAINING.
2. INSPECTOR NOTICED A VIBRATION IN THE LEFT ENGINE REMOTE GEAR WHICH IN TURN LED TO THE COCKPIT OVERTHEAT. IT WILL BE NECESSARY TO CHANGE THE GEAR BOX WHICH WILL POSTPONE FURTHER FLYING USE UNTIL FRIDAY OR SATURDAY.
3. NUMBER 124 MADE A SECOND FLIGHT TODAY 5 MAR 63 WHICH WILL BE REPORTED LATER.
4. 122, 124 AND 125 ARE ALL SCHEDULED FOR 6 MAR 63. ENGINE WORK ON 125 ARE BEING DONE THIS AFTERNOON.

END OF MESSAGE

MAR 63 2359Z

~~SECRET~~

1	<i>c/ep</i>	4	<i>OP/R</i>
2		5	<i>OP</i>
3		6	<i>11</i>

*CPS
MO
SB
CP
AF 1903
RB*

PRIORITY
PRIORITY

CTOR

[]

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

(11)

02 MAR 63 0037Z

IN 67687

Y []

INFO

[]

CITE

[]

8455

RT

ITE ACTION

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

END OF MESSAGE

~~SECRET~~

[]

12 FEB 63

~~SECRET~~

1	C/DD	4	DDR
2	/	5	OD
3	/	6	"

CD
MD
SB
CIPS
RB

STOR

[Redacted]

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

(11)

PRIORITY

2138Z 12 FEB 63

[Redacted]

IN 65842

Y

[Redacted]

INFO

CITE

[Redacted]

8153

RT

[Redacted]

[Redacted]

8132

(See attached)

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

~~SECRET~~

[Redacted]

[REDACTED]

8153(IN 65842)

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

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

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

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

[] 8153(IN 65842)

3203	J-58	MINOR	121
3207	J-58	MAJOR	122
3211	J-58	MAJOR	122
3212	J-58	MAJOR	122

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

END OF MESSAGE

09 FEB 63

~~SECRET~~

2/00	1	DO/K
HA/OSA	6	1
		CD
		SB
		MD
		CR
		16-V
		RB
PRIORITY		
PR DR		

[Redacted]

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

1) ~~SECRETED COPY~~

IN 65540

015Z 09 FEB 63

[Redacted]

INFO

CITE

[Redacted]

8132

AIRC 122 MADE FLT 3, 8 FEB 63. DURATION OF FLT 56 MIN.
 SPEED M 2.24, MAX ALTITUDE 61,000 FT. PILOT [Redacted]
 WEIGHT 91,250 LBS, CG 21.6 PERCENT. PURPOSE OF FLIGHT:
 CHECK OF AIRC 122 AND EXTENSION OF FLIGHT ENVELOPE.

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

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

FURTHER REPORT WILL FOLLOW ON 11 FEB 63.

END OF MESSAGE

RECEIVED PER J. PARANGOSKY

~~SECRET~~

[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

12 09 FEB 63

~~SECRET~~

400

DJK

ECTOR

[Redacted]

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

(11)

[Redacted]

PRIORITY

CD
SB
CPS
MD
AB106
RB

IN 65540

0118Z 09 FEB 63

TY

[Redacted]

INFO

CITE

[Redacted]

8132

ART

[Redacted]

1. AIRC 122 MADE FLT 3, 8 FEB 63. DURATION OF FLT 56 MIN. SPEED M 2.24, MAX ALTITUDE 61,000 FT. PILOT [Redacted] SS WEIGHT 91,250 LBS, CG 21.6 PERCENT. PURPOSE OF FLIGHT: OTHER CHECK OF AIRC 122 AND EXTENSION OF FLIGHT ENVELOPE.
2. HIGH SPEED RUN ENDED AT M 2.24 AND 61,000 FT DUE TO AB ALL PRECIPITATED BY PUTTING BLEEDS ON AUTOMATIC. *spitting & landing*
3. THERE WAS SOME PEELING OF THE MAGIC PAINT AR TREATMENT DUE MOST OF IT BEING ^UINCURRED. IT LOOKS LIKE PRE-FLIGHT ^{CURRING} WIRING ~~WIRING~~ *both n/one*
4. FURTHER REPORT WILL FOLLOW ON 11 FEB 63.

L BE MANDATORY.

END OF MESSAGE

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS

Copy No.

5Z 07 FEB 63

~~SECRET~~

CDD

DDR

DD

PRIORITY

CIPS
AB
AFCIG-5

ECTOR

[Redacted]

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

(11)

0301Z 07 FEB 63

PRIORITY

IN 65211

Y [Redacted]

INFO

QTE

[Redacted]

8070

RT

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

~~SECRET~~

[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

~~SECRET~~

[] 8070 (IN 65211)

PAGE TWO

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

BT []

END OF MESSAGE

SECRET

225Z 15 JAN 1963

~~SECRET~~

C/DD

DDR
OD

11
MD
CD
SB
PB

Calc Henry

DIRECTOR

[Redacted]

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

3/C (11)

PRIORITY

IN 62564

FOR: 2250Z 15 JAN 1963

PRIORITY

[Redacted]

INFO

CLASS

[Redacted]

7749

EXCART

1. ACFT NUMBER 122 MADE FLIGHT NUMBER 1 ON 15 JAN 63 FOR 33 MINUTES. TAKE OFF AT 0958 LOCAL TIME, GROSS WEIGHT 32,000 LBS, CG 21.3 PER CENT. PILOT [Redacted]
2. AFTERBURNER TAKE OFF AND CLIMB AT 350 KEAS TO 20,000 FT. LEVEL OFF AT 20,000 FT AND 400 KEAS, FOR ACFT SYSTEMS OPERATIONAL CHECKS. AFTERBURNER CLIMB FROM 20,000 FT TO 40,000 FT AT .9 MACH. LEVEL OFF AT 40,000 FT AND .9 MACH FOR ACFT SYSTEMS OPERATIONAL CHECK. ACFT ACCELERATED FROM .9 TO 1.2 MACH. AFTER STABILIZING AT 1.2 MACH THE COCKPIT TEMPERATURE CONTROL MALFUNCTIONED WHICH RESULTED IN NO COOLING AIR. THE ACFT RETURNED TO BASE DUMPING 6,000 LBS OF FUEL DURING THE DESCENT. LANDING AND CHUTE DEPLOYMENT WERE NORMAL. ALL ACFT SYSTEMS OPERATIONAL CHECKS WERE SATISFACTORY EXCEPT FOR THE AIR CONDITIONING SYSTEM. CAUSE OF MALFUNCTION HAS NOT BEEN DETERMINED AT THIS TIME. BOTH J-58 ENGINES OPERATED SATISFACTORILY. ACFT GOING INTO LAY-UP TO

~~SECRET~~

[Redacted]

~~SECRET~~

[] 7749 (IN 62564)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFICATION: ~~SECRET~~

DATE 0233Z 16. JAN 64

~~SECRET~~

1	D/Teck	9	CD
2		10	Intell
3		11	Commo
4	DDIS/T	12	SS
5	D/FA	13	RB
6	EXC	14	
7	CC	15	
8			

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA 1-15

ROUTING	INT
1	
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TOR: 0334Z 16 JAN 64

IN 58884

TO

PRIORITY

INFO

CITE

3572

OXCART OPS FLTEST

NO NIGHT ACTION

~~44~~ 44

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

2. TAKE OFF, CLIMB AND ACCELERATION TO 2.5 MACH WERE GOOD. NO ROUGHNESS WAS EXPERIENCED. ON SECOND ACCELERATION THE RIGHT ENGINE WAS SHUTDOWN AT 1.7 MACH. ROUGHNESS DEVELOPED AND CONTINUED UNTIL AIRCRAFT DECELERATED TO 1.35 MACH. FIRST RE-LIGHT ATTEMPT WAS UNSUCCESSFUL. SECOND ATTEMPT WAS SUCCESSFUL, BUT AIRCRAFT HAD DECELERATED TO .9 MACH AND HAD DESCENDED TO 29,000 FEET. PROGRAMMED ENGINE SHUTDOWN AT 2.2 MACH

~~SECRET~~

~~SECRET~~

IN 58884

3572

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

11 0228E 17 JAN 64

~~SECRET~~

TECH
 OXC
 CC
 DPA
 MD

CD
 SS
 SD
 DP ST
 RB

PRIORITY
 PRIORITY

TO DIRECTOR

FROM

ACTION:

INFO OSA 1-15

TOR: 0346Z 11 JAN 64

ROUTING	INT
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3	<input type="text"/>
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10	

IN 58275

TO PRIORITY

INFO

CITE 3414

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 43 ON 10 JAN 64. PILOT:

TAKE OFF AT 1101 FOR 53 MINUTES. GROSS WEIGHT: 100,000 POUNDS
 03 21 PERCENT. TAKE OFF DISTANCE: 6300, TAKE OFF SPEED 210 KNOTS,
 PRESSURE ALTITUDE: 4300 FT. TEMPERATURE: 38 DEGREES, WIND: 330/13.
 MAXIMUM SPEED 2.35 MACH, MAXIMUM ALTITUDE: 71,000 FEET. PURPOSE:
 FIRST HIGH SPEED FLIGHT AFTER INLET SPEED BUBBLE (MICE) AND SHOCK
 TRAP AIR BLEED TO ENGINE NACELLE MODIFICATION. SPIKES AND BY-PASS
 DOORS IN AUTOMATIC.

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

~~SECRET~~

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

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0153 09 JAN 64

~~SECRET~~

ROUTING	
1	D/Tech 9 CD
2	10 SS
3	11 [Signature]
4	DD/S&T 12 RB
5	DD/FA 13
6	
7	
8	

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

ROUTING	INT
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PRIORITY

TOR 0232Z 09 JAN 64

IN 57898

TO PRIORITY

INFO

CITE 3414

OXCAR FLTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 42 ON 8 JAN 64. PILOT TAKEOFF AT 1502 HOURS AREA TIME FOR ONE HOUR AND 8 MINUTES. GROSS WEIGHT 90,000 POUNDS, CG 21 PERCENT. MAX SPEED 1.45 MACH, MAX ALTITUDE 47,000 FEET. PURPOSE FUNCTIONAL FLIGHT TEST AFTER INLET SPEED BUBBLE (MICE) AND SHOCK TRAP AIR BLEED TO ENGINE NACELLE MODIFICATIONS.

2. TAKEOFF, CLIMB AND LEVEL OFF AT 20,000 FEET WERE NORMAL. SYSTEMS CHECKS ACCOMPLISHED AT 20,000 FEET AND 400 KEAS. MAX POWER CLIMB TO 40,000 FEET WHERE ADDITIONAL SYSTEMS CHECKS WERE ACCOMPLISHED. MINOR SAS AND AUTOPILOT MALFUNCTIONS WERE ENCOUNTERED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

29Z 07 DEC 63

~~SECRET~~

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

MD
SS
PDSH
KB

~~PRIORITY~~

PRIORITY

TO : DIRECTOR

FROM :

[]

ACTION:

INFO :

OSA 1-15

TOR: 0200Z 07 DEC 63

IN 53373

TO PRIORITY

[]

INFO

[]

CITE

[]

2904

OX CART OPS FLTEST

NO NIGHT ACTION

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

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

END OF MESSAGE

~~SECRET~~

[]

CLASSIFIED MESSAGE

DATE 0056Z 04 DEC 63

~~SECRET~~

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

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-15

ROUTING	INT
1	
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8	
9	

PRIORITY

TOR: 0130Z 04 DEC 63

IN 5280 2

TO PRIORITY

INFO

CITE

2812

OXCART FLTEST OPS

NO NIGHT ACTION

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

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

MFG. 6-63

DATE 0002Z 28 NOV 63

~~SECRET~~

ROUTING		
1	D/Teck	9 IMD
2	1	10 CD
3		11 CS
4	DD/S&T	12 RB
5	D/FA	13
6	BD	14
7	1	15
8		16

TO : DIRECTOR

FROM :

[Redacted]

ACTION:

OSA 1-15

INFO :

[Redacted]

TOR: 0055 28 NOV 63

PRIORITY

IN 52232

TO PRIORITY

[Redacted]

INFO

[Redacted]

CITE

[Redacted]

2764

OXCART [Redacted] FLTEST OPS

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

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

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

E. O. M.

~~SECRET~~

[Redacted]

CLASSIFIED MESSAGE

DATE 2347Z 26 NOV 63

~~SECRET~~

ROUTING

1		
2	DI Tech	9 MD
3	/	10 CD
4	DPISRT	11 SS
5	DIFA	12 RB
6	ED	13
7	/	14
8	/	15
		16

TO DIRECTOR

FROM []

ACTION: OSA 1-15

INFO

TIME 0024Z 27 NOV 63

PRIORITY

IN 52009

TO PRIORITY []

INFO []

CITE []

2720

OXCAR OPS FLTEST

NO NIGHT ACTION

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

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

[] TERMINATED THE TEST CARD AND CHECKED OUT MACH HOLD AT 1.95
 MACH. SYSTEM HELD ACFT PLUS OR MINUS .02 MACH. AS ACFT PASSED

~~SECRET~~

~~SECRET~~

[] 2720 (IN 52009)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0237Z 22 NOV 63

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

TO : DIRECTOR

FROM : []

ACTION: OSA 1-15

INFO :

PRIORITY

TOR: 0420Z 22 NOV 63

IN 51600

TO PRIORITY [] INFO [] CITE [] 2646

OXCART FLTEST OPS

NO NIGHT ACTION

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

2. TAKEOFF, CLIMB AND CRUISE AT 2.2 MACH TO [] [] WERE NORMAL. AFTER 180 DEGREE TURN, ACFT ACCELERATED TO 2.64 MACH AND 70,000 FEET AT WHICH POINT ROUGHNESS DEVELOPED. LEFT ENGINE WAS RETARDED TO IDLE AND STALL DEVELOPED. THROTTLE ADVANCED TO MIL POWER, STALL CEASED AND SPEED INCREASED TO 2.5 MACH. LEFT THROTTLE AGAIN RETARDED TO IDLE AND STALL DEVELOPED. WHEN ACFT DECELERATED TO 1.9 MACH, ROUGHNESS CEASED. DESCENT WAS MADE FROM 64,000 FEET ON 300 KEAS LINE WITH LEFT ENGINE IN IDLE. NO DIFFICULTIES ENCOUNTERED. FINAL DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

~~SECRET~~

[]

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0007Z 17 NOV 63

ROUTING

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

TO DIRECTOR

FROM []

ACTION: OSA 1-15

INFO :

TOR: 0041Z 17 NOV 63

PRIORITY

IN 50824

TO PRIORITY []

INFO []

CITE []

2522

OXCART FLTEST OPS

NO NITE ACTION

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

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 2.4 MACH WERE NORMAL. CLIMB SPEED WAS REDUCED TO 375 KEAS IN PREPARATION FOR ENGINE RELIGHT OPERATION. THE "L" HYDRALIC SYSTEM GAGE STARTED A RAPID FLUCUATION AND QUICKLY WENT TO 100 PSI. [] TERMINATED THE FLIGHT TEST AND RETURNED TO BASE IN MINIMUM AFTERBURNER. LANDING GEAR WAS LOWERED BY THE EMERGENCY SYSTEM. LANDING AND CHUTE DEPLOYMENT WERE NORMAL. NOSE GEAR STEERING NOT AVAILABLE DUE TO "L" HYDRO SYSTEM FAILURE AND BRAKES SEEMED VERY MARGINAL TO [] ACFT ROLLED OUT ON OVERRUN. [] SHUTDOWN BOTH ENGINES BECAUSE BRAKE ACTION WAS NOT STOPPING AIRCRAFT. AIRCRAFT CAME TO STOP ON [] WEST OF OVERRUN. NO DAMAGE.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 2040Z 16 NOV 63

ROUTING	
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4	12
5	13
6	14
7	15
8	16

TO DIRECTOR

FROM []

ACTION: OSA 1-15

INFO : []

PRIORITY

IN 50810

TON: 2204Z 16 NOV 63

TO PRIORITY [] INFO [] CITE [] 2517

OXCART FLTEST OPS

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

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

~~SECRET~~

[]

2517 (IN 50810)

~~SECRET~~

PAGE TWO

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

END OF MESSAGE.

~~SECRET~~

CLASSIFIED MESSAGE

0244Z 02 NOV 63

~~SECRET~~

ROUTING

DTECH

DTECH

TO : DIRECTOR

FROM :

[Redacted]

SUBJECT :

OSA 1-15

PRIORITY

DFA
MO
SS

PRIORITY

CD
DOSHT
RB

TOR: 0317Z 02 NOV 63

IN 98722

PRIORITY [Redacted]

INFO [Redacted]

CITE [Redacted]

2236

OXCART FLTEST OPS

NO NIGHT ACTION

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

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

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

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0145Z 31 OCT 63

~~SECRET~~

ROUTING			
1	D/Tech	4	D/FA
2	"	5	ED
3	DDIS&T	6	"

TO DIRECTOR

FROM

ACTION:

INFO : OA 1-15

TOR: 0225Z 31 OCT 63

PRIORITY

1 MD
2 CD
3 SS
Comm
RB

PRIORITY

IN 98238

TO PRIORITY

INFO

CITE 2161

OXCART FLTEST OPS

NO NIGHT ACTION

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

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

END OF MESSAGE

~~SECRET~~

01282 25 OCT 63

CLASSIFIED MESSAGE

~~SECRET~~

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

11
MD
CD
SS
Commo
RB

PRIORITY

PRIORITY

TO : DIRECTOR

FROM :

[Redacted]

ADVICE: OSA 1-15

INFO :

TOR: 0221Z 25 OCT 63

IN 97308

TO :

PRIORITY

[Redacted]

INFO

[Redacted]

CHE

[Redacted]

2032

OACART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 32 ON 24 OCT 63. PILOT: [Redacted]
 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

~~SECRET~~

[Redacted]

CLASSIFIED MESSAGE

DATE 2132Z 12 OCT 63

~~SECRET~~

ROUTING	
1	4
2	5
3	6

PRIORITY

PRIORITY

IN 95467

TO DIRECTOR

FROM

ACTION: OSA 1 15

INFO

TOR: 2206Z 12 OCT 63

YO

PRIORITY

INFO

CITE

1791

OX CART 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.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2139Z 12 OCT 63

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

FROM :

[Redacted]

ACTION: OSA 1 15

INFO:

TOR: 2206Z 12 OCT 63

PRIORITY

PRIORITY

IN 95466

TO

PRIORITY [Redacted]

INFO

[Redacted]

CITE

[Redacted]

1790

OXCART FLTEST OPS

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

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

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

END OF MESSAGE

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No.

CLASSIFIED MESSAGE

DATE 0245Z 11 OCT 1963

~~SECRET~~

ROUTING			
2	D/Tech	5	DDIS/T
3	1	6	D/FA
			GD

TO : DIRECTOR

FROM :

[Redacted]

ACTION: OSA 1 - 15

INFO :

PRIORITY

11
9 WLD
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RB

PRIORITY

IN 95166

TOR: 0441Z 11 OCT 1963

TO PRIORITY

INFO

CITE

1750

OX CART OPS FLTEST

NO NIGHT ACTION

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

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

3. DURING CLIMB OUT THE RIGHT ENGINE EGT WAS 780 AND THE LEFT ENGINE EGT WENT TO 815, HOWEVER, BOTH ENGINES WERE WITHIN LIMITS

~~SECRET~~

~~SECRET~~

1750 (IN 95166)

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE

2011Z 10 OCT 63

~~SECRET~~

DI Tech
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TO DIRECTOR

FROM

[Redacted]

ACTION: OSA 1 15

INFO

TOR: 2041Z 10 OCT 63

PRIORITY

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Comm
RB

PRIORITY

IN 95073

PRIDRITY [Redacted]

INFO [Redacted]

CITE [Redacted]

1729

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 28 ON 10 OCT 63. PILOT: [Redacted]
 TAKE OFF AT 0815 HOURS FOR 1 HOUR AND 23 MINUTES. GROSS WEIGHT:
 107,500 LBS, C.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

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. Copy No. 1

CLASSIFIED MESSAGE

ROUTING

DATE 2110Z 08 OCT 63

~~SECRET~~

1	<i>DI Tech</i>	4	<i>DDIS & T</i>
2		5	<i>DLEA</i>
3		6	<i>BD</i>

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA 1-15'

PRIORITY
CD
SS
Command
RB

TOR 2144Z 08 OCT 63

IN 94635

TO PRIORITY INFO CITE 1680
 OXCART FLTEST OPS

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

2. NORMAL TAKE OFF, CLIMB AND ACCELERATION TO M 1.55 AND 45,000 FT WHERE SPIKE NORMALLY BEGINS PROGRAM. AT THIS POINT THE SPIKE BEGAN TO FLUCTUATE BADLY AND LOU COULD FEEL IT SHAKING ENTIRE AIRCRAFT IN YAW. HYDRO PRESSURE FLUCTUATIONS VARIED FROM 500 PSI TO 2500 PSI. ARTICLE CONTINUED TO ACCELERATE TO M 1.94 AND 57,000 WHERE LOU PUT SPIKES ON MANUAL AND THIS STOPPED THE INTERMITTANT FLUCTUATIONS AND SHAKE. AT THIS POINT HE ELECTED TO RETURN HOME, PARTICULARLY SINCE THE WEATHER WAS CLOSING IN RAPIDLY. HE ACCELERATED ON MANUAL TO 2.14 AND 60,500 FT. ON THE WAY HOME.

LANDING WAS MADE WITH 20,000 LBS. OF FUEL, IT WAS NORMAL WITH GOOD CHUTE DEPLOYMENT AND TURN OFF AT TAXIWAY.

~~SECRET~~

[REDACTED]

TYPE

DATE

~~SECRET~~

IN 95073

RIGHT ENGINES. THE ACFT MADE A 180 DEGREE TURN AT [REDACTED]
[REDACTED] AND ACCELERATED TO 2.05 MACH FOR THE RETURN LEG TO [REDACTED]
THE ACFT PASSED OVER [REDACTED] AT 2.55 MACH AND 72,000 FT. DESCENT,
LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. THE PILOT REPORTED THAT LEFT WINGDOOR, SPEED, AND BY-PASS
DOOR OPERATION WERE EXCELLENT. RIGHT WINGDOOR, SPEED AND BY-PASS
DOOR PROBLEMS WERE THE SAME AS PREVIOUS FLIGHT. AUTO-PILOT
OPERATION WAS GOOD ON ALTITUDE AND IDENTICAL HOLD BUT MANU HOLD
WAS TOO SENSITIVE. THE PILOT REPORTED THAT SUN REFLECTIONS IN
THE COCKPIT MADE IT DIFFICULT TO READ FLIGHT INSTRUMENTS. HE
WAS FORCED TO USE ONE HAND AS A SUN SHIELD. HE RECOMMENDS
DEVELOPMENT OF HELMET VISION OR SUN SHADE FOR THE CANOPY. THE
AIRCRAFT IS NOW SCHEDULED FOR TWO MORE FLIGHTS TODAY. BOTH ARE
IN THE .7 TO 1.2 MACH RANGE, 57,000 FT TO INVESTIGATE TERTIARY
DOOR AND EJECTOR FLAP OPERATION.

END OF MESSAGE

~~SECRET~~

~~SECRET~~

IN 94479

1656

PAGE 2

ATING IN TURN AT NORTH END OF ROUTE. O.K. AFTER LEVEL OFF ON SOUTH HEADINGS. ACFT EXPERIENCED UNUSUAL YAW DUE TO DIFFERENCE IN ENGINE ASSYMETRY CAUSED BY HIGH FUEL FLOW IN LEFT ENGINE IN MILITARY POWER RANGE. O.K. OUT OF MIL RANGE. WHEN MACH HOLD UTILIZED INTRODUCED 1.0G ACCELERATION IN CLIMB RATHER THAN HOLDING DESIRED MACH IN LEVEL FLIGHT. RESULTED IN HIGH EGT READINGS REQUIRING TRIMMING DOWN BOTH ENGINES.

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

END OF MESSAGE

~~SECRET~~

2342Z 07 OCT 63

~~SECRET~~

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D/FA
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SS
Commo
RB

PRIORITY

PRIORITY

TOR 0017Z 08 OCT 63

IN 9447E

PRIORITY

INFO

DIR

1656

OXCART FLIEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 26 ON 7 OCT 63. PILOT: []

[] TAKE OFF AT 1200 HOURS [] TIME FOR ONE HOUR AND TEN

MINUTES. GROSS WEIGHT 100,500 POUNDS, C.G. 24.1 PERCENT,

PRESSURE ALTITUDE 4148 FEET, TEMPERATURE 74 DEGREES F.

TAKEOFF ROLL 6850 FEET. COMPUTED AND ESTIMATED ACTUAL TAKE-

OFF SPEED 198 KNOTS WITH ROTATION AT 181 KNOTS WIND LIGHT

AND VARIABLE. MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 71,500

FEET TO 72,000 FEET. PURPOSE: HEAT SOAK AND ENGINE INLET

PROBE ROUGHNESS TEST.

2. AB TAKEOFF TO 10,000 FEET, OUT OF BURNER FOR LEVEL
FLT UNDER TUNNEL, THEN AB CLIMB AT 350 KEAS TO .9 MACH THEN
.9 MACH CLIMB TO 40,000 FEET WHERE LEVEL OFF AND ACCELERATION
BEGUN. REQUIRED DIVING TO 38,000 FOR DESIRED SUPERSONIC FLT.
CHECKED VARIOUS ENGINEERING PREDICTIONS DURING LEVEL OFF,
ACCELERATION, AND CRUISE. EXPERIENCED DIFFICULTY IN ACCELER-

~~SECRET~~

~~SECRET~~

1580 (IN 94639)

PAGE TWO

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

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

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

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0038Z 24 SEP 6E

~~SECRET~~

ROUTING		
1	4	OP
2	5	
3	6	
D/FA CD SD MD SS RB		
PRIORITY		
IN 92361		

TO DIRECTOR

FROM

ACTION: DSA 1-15

INFO

TOR 0230Z 14 SEP 63

TO

PRIORITY

INFO

CITE

1393

OXCART OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 25 ON 23 SEP 63. PILOT: [REDACTED]. 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.

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0036Z 11 SEP 63

~~SECRET~~

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

PRIORITY

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in D
CD
Commo
SS
RB

PRIORITY

TO DIRECTOR

FROM []

ACTION:

INFO OSA 1-15

TOR: 0117Z 11 SEP 63

IN 90773

TO PRIORITY []

INFO []

CITE []

1185

OXCART [] OPS FLTEST

1. AIRC 122 MADE FLT 24 ON 10 SEP 63. PILOT: []
 ENDURANCE 1 HR 12 MINUTES, TAKEOFF TIME 10:35 LOCAL. GROSS WEIGHT
 101,950 LBS, C.G. 21.9 PERCENT. TAKEOFF DISTANCE 6,500 FT. MAX
 SPEED M 2.4, MAX ALTITUDE 72,000 FT. PURPOSE OF FLIGHT: HEAT SOAK
 AT MACH NUMBER JUST BELOW ENGINE STALL AT HIGH ALTITUDE.

2. MAJORITY OF FLIGHT WAS MADE AT M 2.37 AT 70,000 FT. 46
 MINUTES ABOVE M 2.0 AND 50,000 FT, 35 MINUTES M 2.37. HAD AB
 BLOWOUT AT M 2.4 JUST LIKE YESTERDAY.

3. PILOT WENT NORTH TO [] IN [] AND ON RETURN TO
 HOME BASE HAD 16,000 LBS FUEL REMAINING, SO MADE ANOTHER LOOP
 TO []

4. SUIT PRESSURIZATION AND COOLING O.K. SAS SATISFACTORY.

END OF MESSAGE

~~SECRET~~

[]

CLASSIFIED MESSAGE

DATE 2317Z 09 SEP 63

~~SECRET~~

ROUTING	
1	4
2	5
3	6

IMMEDIATE

TO DIRECTOR

FROM

ACTION: OSA 1 15

INFO :

IMMEDIATE

TOR: 0001Z 10 SEP 63

IN 90592

TO IMMEDIATE

INFO

CITE 1163

OX CART FLTEST OPS

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

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

3. TAKEOFF WAS NORMAL FOLLOWED BY CLIMB AT 400 KEAS TO MACH 2.42. AIRCRAFT WAS EXTREMELY SMOOTH TO THIS POINT BUT AT 2.42 VIOLENT SURGING OCCURRED FOLLOWED BY AB BLOWOUT. HOWEVER,

~~SECRET~~

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.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0250Z 23 AUG 63

~~SECRET~~

ROUTING	
1	4
2	5
3	6
<i>DTech</i> <i>OP</i>	
<i>SS</i> <i>MD</i> <i>VFA</i> <i>DDST</i> <i>GP</i> <i>RB</i>	
PRIORITY	

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR: 0343Z 23 AUG 63

IN 88330

TO

PRITY

INFO

CITE

0895

OXCART OPS FLTEST

NO NIGHT ACTION

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

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

3. PILOT STATED THAT SOME TYPE OF CHAIN, LANYARD ETC, SHOULD
 BE ATTACHED TO SUIT VENT HOSE AND SUIT. WHEN HOSE BECOMES DIS-
 CONNECTED, THE PILOT MUST PRESENTLY FEEL AROUND THE COCKPIT TO
 LOCATE HOSE CONNECTION. PILOT ALSO STATED THE SPECIAL OPERATING

~~SECRET~~

4

[] 0895 (IN 88330)

~~SECRET~~ PAGE TWO

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2244Z 20 AUG 63

~~SECRET~~

DTECH

Q-D

OFA
CO
DOS+T
SD
SS
RB

DIRECTOR

[Redacted]

[Redacted]

OSAI-15

ROUTINE

TOR 0017Z 21 AUG 63

IN 87985

TO

[Redacted]

INFO

QTR

[Redacted]

7732

JOHN PARANGOSKY FROM

[Redacted]

SUMMATION OF FLIGHTS ABOVE MACH NUMBERS:

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

ABOVE DATA AS OF AUG. 17, 1963.

MAX. SUPERSONIC DURATION WAS 47 MIN. ON FLIGHT 20,

SERIAL 122, ON AUG. 16, 1963.

END OF MESSAGE

Max super sonic duration of an XCOBT flight above MACH 2 :

Above Mach 2

Above Mach -

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1828Z 16 AUGUST 63

~~SECRET~~

ROUTING			
1	DTECH	4	DTECH
2	/	5	OP
3	/	6	11
11 CO PD DFM DOST SS RB			
OPERATIONAL IMMEDIATE			

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

INFO :

TOR: 1908Z 16 AUGUST 63

IN 87597

TO OPIM

INFO

CITE 0787

OXCARD FLTEST OPS

- 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 2.3. PURPOSE OF FLIGHT WAS INVESTIGATION OF ENGINE STALLING IN TURN AND EXTENDED HEAT SOAK TIME ABOVE M 2.3. CONFIGURATION WAS 31.5K ENGINES, SUPERFAST TRIMMERS AND FULLY AUTOMATIC SPIKE AND DOOR CONTROLS.
- TAKEOFF MADE IN AB FOLLOWED BY CLIMB TO 40,000 FEET. ARTICLE THEN ACCELERATED AT 375 KEAS TO M 2.3 WHICH WAS THEN HELD FOR REMAINDER OF FLIGHT. FULL AB WAS MAINTAINED AND MACH NUMBER HELD BY CLIMBING.
- 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

~~SECRET~~

~~SECRET~~

IN 87597

[] 0787

PAGE TWO

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

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

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

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

END OF MESSAGE

~~SECRET~~

2049Z 22 JUL 63

~~SECRET~~

D1 Tech 1
DIFA
DAD/OSA
RB

TO DIRECTOR

FROM

[Redacted]

INFO:

OSA 1-15

INFO:

TOR: 2226Z 22 JUL 63

PRIORITY

PRIORITY

[Redacted]

IN 84246

TO

PRITY

[Redacted]

INFO

[Redacted]

SITE

[Redacted]

7405

OXCART

TO JOHN PARANGOSKY FROM KELLY JOHNSON

REF:

[Redacted]

0401

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

END OF MESSAGE

~~SECRET~~

[Redacted]

0505Z 18 JUL 63

~~SECRET~~

DTECH 1
OP
CPS
CD
MD
SS
DOR
RB

PRIORITY

PRIORITY

IN 83694

TO DIRECTOR

[Redacted]

INFO:

09A1-15

TOR 0436Z 18 JUL 63

PRITY [Redacted]

INFO [Redacted]

OP [Redacted]

0340

OXCART [Redacted] FLTEST OPS

NO NIGHT ACTION

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

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

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

4. HOWEVER, OPENING AND CLOSING OF MANUAL BY PASS DOORS HAD LITTLE EFFECT ON THE ROUGHNESS WHICH STARTED AT M 2.13 AND CONTINUED THROUGHOUT. THE ONLY IMPROVEMENT NOTED WAS EVERY TIME HE BROUGHT THE RPM UP ON THE LEFT ENGINE BY TRIMMING HE GOT A SLIGHT IMPROVEMENT IN ROUGHNESS.

5. AIRC 121 IS SCHEDULED TO GO AT 1700Z, 17 JUL 63.

END OF MESSAGE

~~SECRET~~

[Redacted]

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING			
1	DIRECT	4	OD
2		5	
3		6	

DATE 0013Z 12 JUL 63

PRIORITY
D
D/R
MO

TO : DIRECTOR

FROM :

ACTION: OSA 1-15

PRIORITY
SS
CRS

INFO

TOR 0045Z 12 JUL 63

[]

DFA
RB
IN 82987

TO PRITY [] INFO [] CITE [] 0254

OXCART FLTEST OPS

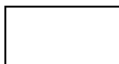
NO NIGHT ACTION

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

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

~~SECRET~~

IN 82987



0254

~~SECRET~~

PAGE TWO

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

END OF MESSAGE

~~SECRET~~

DATE 0238Z 22 JUN 63

~~SECRET~~

CLASSIFICATION: **PRIORITY**

2
3

DTECH / OP

DFA
MD
SS
SP
CD
CPS
DP/K
RB

IN 80779

TO : DIRECTOR

FROM : []

ACTION: OSA (1-15)

INFO : S/C (16)

[]

TOR 0301Z 22 JUN 63

TO PRITY []

INFO []

CITE [] 9996

OXCARF FLTEST

NO NIGHT ACTION

1. ACFT 122 MADE FLIGHT 15, TEST 41 ON 21 JUNE 63. TAKE OFF AT 1612L TIME FOR 46 MINUTES DURATION. PILOT [] TAKE OFF GROSS WEIGHT 93,000 LBS CG 22.0 PERCENT. PURPOSE OF FLT: SPEED EXTENSION AND PRESSURE SUIT CHECKOUT FOR []

2. ON PRIOR TO TAKE OFF ENGINE TRIM, LEFT ENGINE WENT INTO A/B BEFORE POWER LEVER PASSED A/B CAM, ALSO VERY SLOW TO TRIM WHEN A/B WAS CUT. RIGHT ENGINE TRIM WAS SATISFACTORY. PILOT MADE A/B TAKE OFF AND CLIMB ON 350 KEAS LINE LEVELLING AT 40,000 FT AND .9 MACH. PILOT STARTED ACCELERATION BUT AUTOPILOT DROVE TO FULL DOWN TRIM. AUTO PILOT WAS DISENGAGED AND ACCELERATION WAS CONTINUED. LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING AT 1.9 MACH. LIGHT REMAINED ON AS ACFT REACHED 2.2 MACH AND 62,000 FT. LEFT A/B WAS CUT OFF AND HIGH TEMP LIGHT WENT OUT. BOTH ENGINES WERE PLACED IN MILITARY POWER AND ACFT "ZOOMED" 2,000 FEET TO 64,000 FT AND 300 KEAS. DESCENT STARTED, BOTH A/B'S

~~SECRET~~

[]

~~SECRET~~

S996 (IN 80779)

PAGE TWO

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

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

-END OF MSG-

~~SECRET~~

CLASSIFIED MESSAGE

~~SECRET~~

DATE 1856Z 12 JUN 63

ROUTING			
1	D/Tech	4	DDR
2		5	D/FA
3	/	6	OD

//
CD
WD
PS
PS
PS

OPERATIONAL IMMEDIATE

TO : DIRECTOR

FROM :

ACTION: OSA (1-15)

INFO : S/C (16)

TOR 1927Z 12 JUN 63

IN 79492

TO OPIM [] INFO [] CITE [] 9852

OX CART [] FLTEST

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

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

3. RELIGHTS WERE MADE ON BOTH ENGINES AT 20,000 FEET AND 350 KEAS.

~~SECRET~~

~~SECRET~~

9852 (IN 79492)

PAGE TWO

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

-END OF MSG-

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1851Z 02 MAY 63

~~SECRET~~

ROUTING		
1	D/Tech	4
2	/	5
3		6
D/LFA DDIR AD // 9-MD CD C/PS RB		
OPERATIONAL IMMEDIATE		
OPERATIONAL IMMEDIATE		

TO DIRECTOR

FROM []

ACTION: OSA (1-15)

INFO S/C (16)

[]

[]

[]

[]

N 74698

TOR: 1937Z 02 MAY 63

TO OPIM []

INFO []

CITE []

9334

OXCART [] FLTEST

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

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

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

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

~~SECRET~~

[]

~~SECRET~~

9334 (IN 74698)

PAGE 2

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

5. LANDING WAS NORMAL WITH GOOD CHUTE.

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

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

END OF MSG

~~SECRET~~

2159Z 24 APR 63

~~SECRET~~

1	2	3	4	5	6

D/Tech

DDIR
D/FA
OD
"WD
OD
SS
E/RS
RB

PRIORITY

DIRECTOR

[Redacted]

OSA (1-15)

S/C 10

TOR: 2213Z 24 APR 63

IN 73633

PRITY [Redacted]

INFO [Redacted]

OTE [Redacted]

9227

OXCART FLTEST

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

END OF MSG

[Redacted]

Canon plugs mounted could activate!

~~SECRET~~

[Redacted]

[] 9/28 IN 72248

PAGE TWO

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

5. DESCENT WAS MADE TO 25,000 TO DUMP FUEL AND LAND, AND AT THIS POINT THE THROTTLE FREED ITSELF. FUEL WAS DUMPED DOWN TO 16,000 POUNDS AND THE TIME REQUIRED TO SHUT OFF AFTER SWITCH WAS PUSHED TO CLOSED WAS 30 SECONDS. THIS INDICATES THAT THE SOLENOID VALVE DID THE SHUTTING OFF AND THE GATE VALVE STUCK ONE MORE. DATA WILL SHOW WHICH.

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

7. LANDING WAS NORMAL WITH GOOD CHUTE.

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

~~SECRET~~

9W28 IN 72246

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

~~SECRET~~

TIME

0075Z 28 MAR 63

~~SECRET~~

400 /

QJ
EPB
R
B
MD
CD
AF160-3
RB

PRIORITY

PRIORITY

TO

DIRECTOR

FROM

[REDACTED]

ACTION

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

INFO

S/C (15)

IN 70429

TOR: 0091Z 28 MAR 63

TO

PRITY [REDACTED]

INFO

[REDACTED]

TIME

[REDACTED]

8820

OXCART FLTEST

NO NIGHT ACTION

MR PARANGOSKY FROM [REDACTED] ACFT NUMBER 122 MADE FLT
 9 27 MARCH FOR 0 HOURS 56 MINUTES. PILOT [REDACTED] PURPOSE
 ENVELOP EXTENSION. CONFIGURATION OF INLETS WAS SPIKE
 SCHEDULED ONE AND ONE-HALF INCHES FURTHER AFT, PLUS FIXED
 STOPS IN BYPASS DOORS, KEEPING THEM 1.75 INCHES FROM FULL
 CLOSED. DOORS LEFT THIS POSITION AT SPEED ABOVE 1.4 MACH
 NUMBER. GROSS WEIGHT 90,000 POUNDS, CG 21.5 PERCENT.
 NORMAL AB TAKEOFF, CLIMB. ACCEL TO 1.4 MACH NUMBER AT 40,000
 FEET, AT WHICH POINT SPIKE PLACED IN AUTO, BYPASS DOORS CLOSED
 TO STOP. NO ROUGHNESS NOTED. ACCELERATED ON OUT TO 2.27
 MACH NUMBER AT APPROXIMATELY 60,000 FEET WHERE ROUGHNESS
 OCCURRED. CONTINUED ACCELERATION TO 2.35 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 WARNING LITE STAYED ON,
 REDUCED LEFT THROTTLE TO IDLE, LITE STAYED ON. CUT LEFT ENGINE

~~SECRET~~

[REDACTED]

~~SECRET~~

[REDACTED] 8820 (IN 70429)

PAGE -2-

OFF, SHUT OFF LEFT ENGINE EMERGENCY FUEL CUT-OFF SWITCH. THIS
ACCOMPLISHED AT 2.28 MACH NUMBER. SHORTLY AFTER EMERGENCY FUEL
SHUT-OFF SWITCH ACTUATED FIRE WARNING LITE WENT OUT. CONTINUED
TO BASE ON RIGHT ENGINE. DESCENDED TO 20,000, DECELERATED TO 300
KIAS, HELD THIS CONDITION ON MIL POWER ON RIGHT ENGINE, FUEL AT
10,000 POUNDS TOTAL. AT THIS POINT, RIGHT ^{aircraft} HYDRAULIC SYSTEM FAILED.
PILOT LOWERED GEAR ON NORMAL SYSTEM USING WINDMILL RPM OF 1300
ON LEFT ENGINE FOR HYDRAULIC POWER. GEAR CYCLE LONGER THAN NORMAL,
AS EXPECTED. LANDED ON ONE ENGINE ON [REDACTED] DUE TO EXCESSIVE
CROSS WINDS ON RUNWAY. EXCELLENT LANDING, NORMAL CHUTE. POINT
OF INTEREST WAS THAT NOSE GEAR STEERING REMAINED EFFECTIVE DURING
LANDING ROLL DUE TO LEFT ENGINE WINDMILL DOWN TO 1 SYSTEM PRESSURE
OF 300 PSI. WHETHER FIRE ACTUALLY EXISTED IN LEFT ENGINE OR NACELLE
NOT YET DETERMINED. INSPECTION UNDER WAY TO DETERMINE. FLT
ON 123 CANCELLED DUE RAPIDLY DETERIORATING WEATHER. FLIGHTS 28
MAR DOUBTFUL FOR SAME REASON.

END OF MESSAGE

~~SECRET~~

2331Z 22 MAR 63

~~SECRET~~

1	C/100	4	80
2	/	5	"
3		6	20

SB
DDK
MP
CPS
AF160
RB

DIRECTOR

[Redacted]

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

S/C (159) [Redacted]

PRIORITY

IN 69947

TOP 2353Z 22 MAR 63

TO PRIORITY [Redacted]

INFO [Redacted]

CITE [Redacted]

8755

OX CART 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

~~SECRET~~

[Redacted]

2530Z 22 MAR 63

~~SECRET~~

1	C/DO	4	OD
2	/	5	U
3		6	CD
CP DP/R RB AF060			

TO : DIRECTOR

FROM :

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

INFO : S/C (11)

PRIORITY

TOR 2353Z 22 MAR 63

IN 69946

TO PRITY

INFO

CITE

8754

OXCART

NO NIGHT ACTION

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

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2343Z 19 MAR 63

~~SECRET~~

ROUTING		
2	C/PO	4 DD/R
3	/	5 OD
		6 RI

MD
CD
C/PS
SB
APIG-0-5

TO : DIRECTOR

FROM : []

ACTION: OSA (1-2-3-4-5-6-7-8-9-10) []

INFO : S/C (11) []

TOR: 0039Z 20 MAR 63

OPERATIONAL IMMEDIATE

IN 69568

TO OPIM []

INFO []

CITE [] 8701

OXCART []

43 marks

1. ARTICLE 122 MADE FLT NUMBER 7, 19 MAR 63. GROSS WEIGHT 91,000 POUNDS. CG 21.5 PERCENT. ENDURANCE 52 MINUTES. MAX SPEED M 2.28 AT 60,000 FEET. MAX ALTITUDE 69,700 FEET PILOT [] PURPOSE OF FLT, PERFORMANCE ENVELOPE EXTENSION. ARTICLE IS EQUIPPED WITH ONE 28K AND ONE 30K AFTERBURNER.

2. SHORTLY AFTER PASSING M2.0 ARTICLE BEGAN EXPERIENCING DUCT RUMBLE WHICH CONTINUED AND GREW WORSE AS ARTICLE ACCELERATED TO M 2.28. THE PILOT THEN ELECTED TO CLIMB AND SLOW DOWN. AT INITIATION OF CLIMB THE ARTICLE WAS AT M 2.28 AT 60,000 FEET AND THEN CLIMBED TO 69,700 FEET AND 300 KEAS. PILOT ESSENTIALLY HELD M 2.28 FROM 60,000 TO 70,000 FEET. ALTHOUGH AT THE SAME MACH NUMBER, THE REDUCED KEAS CAUSED A DISTINCT REDUCTION IN VIBRATION.

3. WHILE AT 400 KEAS PILOT TRIED MANUAL BY PASS DOOR OPEN AND MANUAL SPIKE FULL FORWARD WITH NO NOTICEABLE CHANGE IN VIBRATION. HE THEN RETURNED CONTROLS TO AUTOMATIC WITH NO

~~SECRET~~