

Title:	A-12 FLIGHT LOGS
Abstract:	
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Release Date:	5/2/2006
Keywords:	A-12 MANUALS
Case Number:	F-1995-01611
Copyright:	0
Release Decision:	RIPPUB
Classification:	U



FORM 1 USE PREVIOUS EDITIONS

APPROVED FOR RELEASE DATE: MAY 2006

MFG. 9-66

CLASSIFIED MESSAGE

DATE

(b) (1)
(b) (3)

~~SECRET~~

ROUTING	
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	ROUTING	
	JP	GNW
TO :		
FROM :	ROD	
ACTION:	AMH	
INFO :	RDO	EST
	HMAJ	DDK
	MF	
	AAT	DOA
	HRC	POS

IN 5199B

05A1-15

TO

INFO

CITE

~~SECRET~~ 182333Z CITE [] 9660

PRIORITY [] INFO: []

OXCART [] FLTEST

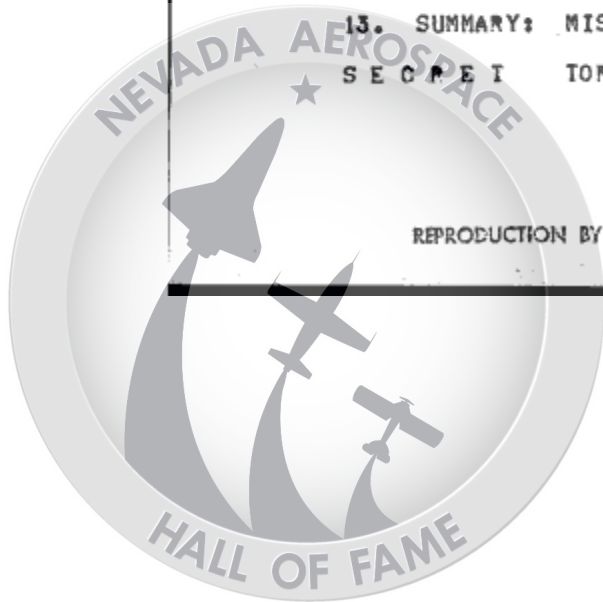
1. ACFT: 122, FLT: 162, DATE: 16 SEP 67
2. PILOT: []
3. T.O. TIME: 0731 HRS FOR 33 MIN (EST).
4. GROSS WT: 111,800 LBS.
5. C.G.: 21 PERCENT.
6. TEMP: 43 DEG. WIND: CALM
7. T.O. DISTANCE: 5,000 FT.
8. T.O. SPEED: 195 KTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 20,000 (EST).
11. TIME OVER 2.0MN: NONE.
12. PURPOSE OF FLIGHT: FERRY []
13. SUMMARY: MISSION FLOWN AS BRIEFED.

~~SECRET~~ TOR: 190017Z SEP 67

~~SECRET~~

[]

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CLASSIFIED MESSAGE

DATE

ROUTING	
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ROUTING	FILE
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AAE	FA
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TO :
FROM :
ACTION:
INFO :

IN 87834

OSA 1-20

TO ~~SECRET~~ 142007Z CITE 8381

CITE

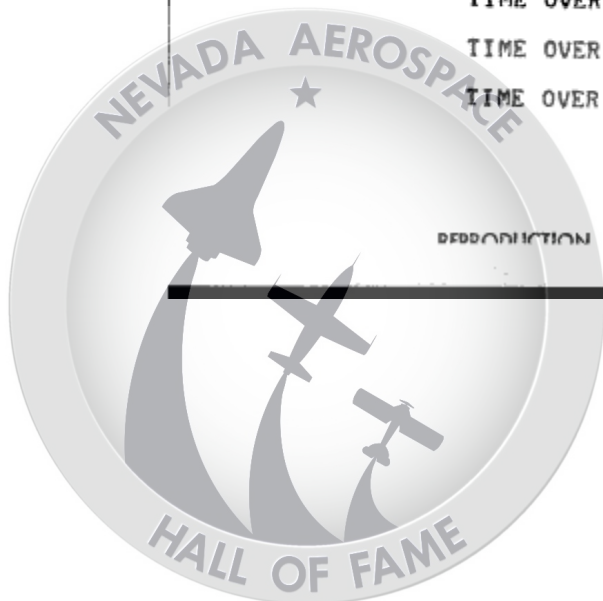
PRIORITY INFO

OXCAR FLTEST

1. ACFT: 122, FLT: 161, DATE: 14 JULY 67
2. PILOT:
3. T.O. TIME: 0718 FOR 1 HR AND 38 MIN.
4. GROSS WEIGHT: 111,147 LBS.
5. C.G.: 19.1 PERCENT.
6. TEMP: 61 DEG; WIND: CALM
7. T.O. DISTANCE: 5,600 FT.
8. T.O. SPEED: 190 KTS.
9. MAX MN: 3.2 MN.
10. MAX ALT: 81,000 FT.
11. TIME OVER 2.0 MN: 17 MIN
 TIME OVER 2.6 MN: 12 MIN
 TIME OVER 2.8 MN: 10 MIN
 TIME OVER 3.0 MN: 08 MIN
 TIME OVER 3.2 MN: 05 MIN

~~SECRET~~

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12. PURPOSE OF FLIGHT: FUNCTIONAL CHECK FLT./3.2 MACH.

13. SUMMARY: TAKEOFF AND 400 KEAS ACCELERATION WERE MADE WITH NORMAL SCHEDULE TO 3.2 MACH. FOLLOWING THIS A 180 DEGREE TURN AND DESCENT TO THE TANKER WAS MADE. AIRCRAFT WAS REFUELED TO 67,000 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE RIGHT EGT WAS HIGH AND MAXIMUM DOWNTRIM WAS APPLIED. RIGHT SIDE DERIVED TO 820 DEGREES. FULL DOWNTRIM SETTLED AT 812 DEGREES. WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERIVED. THE ATTITUDE GYRO WAS ROLLING 360 DEGREES TO THE LEFT SO PILOT ABORTED THE MISSION AND RETURNED TO [REDACTED] RIGHT EGT DROPPED TO BELOW 800 DEGREES AT [REDACTED] REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

14. PILOT COMMENTS: STICK SCRAPING ON FORWARD RIGHT SIDE NEAR THE CENTER POSITION.

~~SECRET~~ TOR: 142324Z JUL 67

~~SECRET~~



CLASSIFIED MESSAGE

~~SECRET~~

DATE

ROUTING	
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TO :	ROUTING	ROUTING
FROM :	JP	GW
ACTION:	ROD	
INFO :	AFH	
IN: 73308	RDO	ELT
	HMJ	LGK
	MF	
	AAI	PCA
	HRC	RCS
	GEP	FILE

OSA 1-20

TO ~~SECRET~~ 180053Z CITE 6832

CITE

PRIORITY INFO

OXCART ELPEST ¹²²

1. ACFT 121. FLT 160, 17 MAY 67.
2. PILOT:
3. T.O. TIME: 1046 HRS FOR 1 HR AND 49 MIN.
4. GROSS WEIGHT: 112,000 LBS.
5. C.G.: 19.2 PERCENT.
6. TEMP: 75 DEG. WIND: CALM
7. T.O. DISTANCE: 5500 FT.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.25MN.
10. MAX ALT: 83,000 FT.
11. TIME OVER 2.0MN: 52 MIN.
 TIME OVER 2.6MN: 47 MIN.
 TIME OVER 2.8MN: 45 MIN.
 TIME OVER 3.0MN: 43 MIN.
 TIME OVER 3.2MN: 40 MIN.
 TIME OVER 50,000FT: 54 MIN.
12. PURPOSE: FCF.
13. SUMMARY: T/O AND JOINED TANKER, COULD NOT HEAR THRU BOOM INTERPHONE. ACCEL FOLLOWING AR WAS SLUGGISH, SO WENT TO 425 KEAS. DECREASED FUEL FLOWS 5000 LBS/SIDE AT 1.5MN. INCREASED POWER AT 2.4MN. CRUISE AT 3.2MN WITH CLOSED FWD DOORS AND SPIKE FULL AFT. UHF XMISSION WAS WEAK, THIS MAY HAVE BEEN DUE TO LOW POWER XMITTER SELECTION. DESCENT WAS MADE USING NORMAL PROCEDURE. LANDING AND CHUTE WERE NORMAL.

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IN: 73308

6832

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PAGE-2

14. PILOT COMMENTS: LF ADF DID NOT WORK AT ALL.

CRUISING AT 3.2MN, A PIECE OF RED RUBBER WINDOW FILLER FELL ON FLOOR.

ALSO A MOTM WAS NOTED FLYING AROUND THE COCKPIT DURING DESCENT AT
12,000 FT.

ACCEL UNSTARTS WERE NOTED ON THE RIGHT SIDE AT
2.22MN AND THE LEFT SIDE AT 2.25MN.

~~SECRET~~ TOR: 180152Z MAY 67

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CLASSIFIED MESSAGE

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DATE

ROUTING	
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	ROUTING	
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TO :	ROD	
FROM :	AFH	
ACTION:	RDO	EST
INFO :	HMJ	LOK
	MF	
	AAT	PCA
	HRC	RCS
	GEP	FILE

IN -69567

OSA 1-20

TO INFO CITE

~~SECRET~~ 282246Z CITE 6558

PRIORITY INFO

OXCART FLT TEST

- ACFT: 122, FLT ¹³⁹154, DATE: 28 APR 67.
- PILOT:
- T.O. TIME: 0817 HRS FOR 2 HRS AND 05 MIN.
- GROSS WEIGHT: 111,900 LBS.
- C.G.: 18.9 PERCENT
- TEMP: 46 DEG; WIND: 240/10 KNOTS.
- TAKEOFF DISTANCE: 5200 FT.
- TAKEOFF SPEED: 190 KNOTS.
- MAX MN: 3.2 MN.
- TIME OVER 2.0 MN: 1:02 MIN.
- TIME OVER 2.6 MN: :57 MIN.
- TIME OVER 2.8 MN: :50 MIN.
- TIME OVER 3.0 MN: :45 MIN.
- TIME OVER 3.2 MN: :00 MIN.

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4



TIME OVER 50,000 FT: 1:04 MIN.

12. PURPOSE OF FLIGHT: FCF, CRUISE PERFORMANCE.

13. SUMMARY: TOOK OFF AND JOINED UP WITH TANKER. COCKPIT COOLING WAS A PROBLEM. TEMPERATURE WENT UP TO 64 DEGREES F IN FULL COLD. WENT TO EMERGENCY COOLING WHICH WORKED SATISFACTORILY. DROPPED OFF TANKER WITH 69,500 LBS ON BOARD. AT 1.7 MACH DURING ACCEL THE RIGHT AFT BYPASS WAS OPENED 50 PERCENT AND THE LEFT 15 PERCENT. AT 2.2 MACH THE LEFT SIDE UNSTARTED. PLACED LEFT AFT DOOR AT B AND ACCEL CONTINUED SMOOTHLY. ACCEL WAS HELD TO 435 KEAS IN ROUGH AIR. REACHED START CRUISE WITH 40,000 POUNDS ON BOARD. AFTER 12 MINUTES AT CRUISE NOTED SMOKE IN THE COCKPIT WHICH APPEARED TO COME FROM AIR CONDITIONING. SMOKE CONTINUED THROUGH CRUISE AND INTO DESCENT TO 40,000 FEET. AT 85,000 FEET COCKPIT ALTITUDE WAS 24,500 FEET. FORWARD DOORS WERE PARTIALLY OPEN DURING CRUISE. FOLLOWING THE DESCENT FROM CRUISE ALTITUDE THE PILOT NOTED THE LEFT GENERATOR LIGHT AND NUMEROUS OTHER LIGHTS FLUCTUATING ON AND OFF. SWITCHED LEFT GENERATOR OFF AND THE RIGHT PICKED UP THE LOAD. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS:

(1) STICK HAS A LOOSE BEARING IN PITCH AXIS.

(2) WITH TANK 5 FEEDING LAST, THE SPTICH TRIM WAS 2 AND 1/2 DEGREES NOSE DOWN AT THE START OF CRUISE AND 1 DEGREE NOSE DOWN AT END OF CRUISE.

(3) MACH HOLD GOOD.

(4) LEFT ENGINE TRIMMED UP TO 845 DEGREES WITH AUTO TRIMMER.

★ RIGHT WAS NORMAL.

~~SECRET~~ TOR: 282300Z APR 67

~~SECRET~~



CLASSIFIED MESSAGE

MSG 9-35

DATE

~~SECRET~~

ROUTING	
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TO :
FROM :
ACTION:
INFO :

ROUTING	ROUTING
	GRW
RDO	
DMJ	
MP	
AAF	
HRC	
GEP	FILE

IN 68786

OSA JO

TO

INFO

CITE

~~SECRET~~ 252339Z CITE [] 6472

PRIORITY [] INFO []

OXCARD [] FLTEST

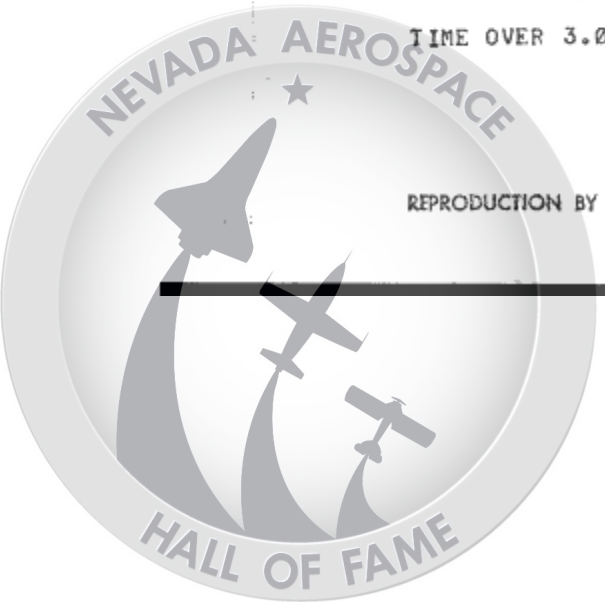
1. ACFT: 122, FLT: 158, 25 APR 67.
2. PILOT: []
3. T.O. TIME: 0913 HRS FOR 1 HRS AND 28 MIN.
4. GROSS WEIGHT: 111,427 LBS.
5. C.G.: 19.7 PERCENT.
6. TEMP: 45 DEG. WIND: 31 1/4 KNOTS.
7. T.O. DISTANCE: 6400 FT.
8. T.O. SPEED: 205 KNOTS.
9. MAX MN: 3.06 MN.
10. MAX ALI: 82,500 FT.
11. TIME OVER 2.0MN: 15 MIN.
TIME OVER 2.6MN: 10 MIN.
TIME OVER 2.8MN: 08 MIN.
TIME OVER 3.0MN: 05 MIN.

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2



IN: 68786

[] 6472

~~SECRET~~

PAGE 2

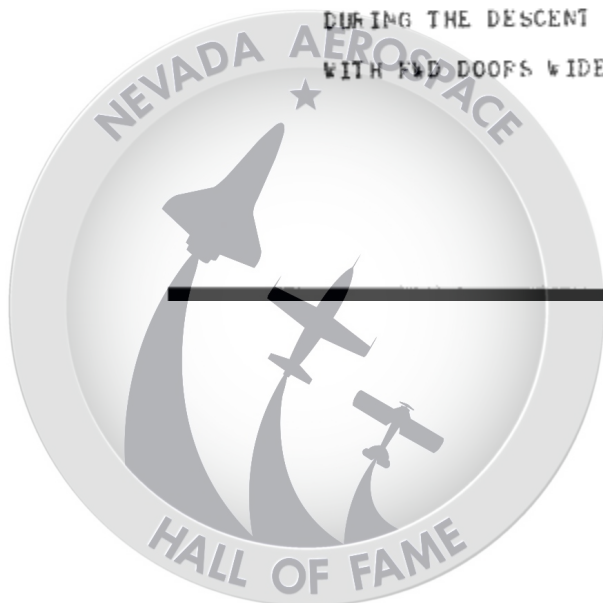
TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: 17 MIN.

12. PURPOSE: FCF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. ENP INDICATOR APPEARED TO BE UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GAUGES. INS DTG AND G.S. BOTH ZERO AT RUNUPS. [] WAS SET ON INS. HYDRO, AZINUTH, FRS, SR-1 ALL CHECKED OUT. DURING 1/3 ROLL AT 195 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS [] STARTED ROTATION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE REST OF THE FLIGHT. AFTER 1/3, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 844 DEG, PILOT DISENGAGED AUTO TRIMMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECK OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAS KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT. 400 KEAS ACCEL WAS MADE TO 3.0MN. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DTG BECAME ERRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SF-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT SIDE UNSTARTED AND RECOVERED AT 2.2MN. THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.2MN. SPIKE AND DOOR POSITION INDICATIONS WERE GOOD. AT 77,000FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT. DURING THE DESCENT CAME BACK ON THROTTLES, NOTED RUMBLE IN INLETS WITH ALL DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND

~~SECRET~~



IN: 68786

6472

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PAGE 3

NAV FUNCTIONS. PERFORMED ON G.C.A. ROLL SAS KEPT POPPING OFF LINE IN THE ROUGH AIR. EMERGENCY GEAR ACTUATION WAS OK. MAIN GEAR REQUIRED 65 SECONDS FOR GREEN LIGHTS AND NOSE GEAR REQUIRED 82 SECONDS. FUEL DUMP WAS OK. FUEL WAS TRANSFERRED FWD. LANDING AND CHUTE NORMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE AND THE BATTERY.

14. PILOT COMMENTS:

A. ANTI GLARE GLASS IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT.

B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 EXPERIENCE.

~~SECRET~~ TOR: 260022Z APR 67

~~SECRET~~



FORM 101 USE PREVIOUS EDITIONS

MSG 1-45

CLASSIFIED MESSAGE

DATE 1720Z 31 MAR 66

~~SECRET~~

ROUTING	
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TO DIRECTOR

FROM []

ACTION:

INFO:

ROUTINE

IN 96885

TOR: 1734Z 31 MAR 66

GA 1-20

[]

INFO

GITE

[] 8316

OXCARD SECUR

CONVOY OF ARTICLE 122 ARRIVED [] 0450L 31 MARCH 66
WITHOUT INCIDENT.

END OF MSG



File in 122 Flt Folder

NEVADA AEROSPACE

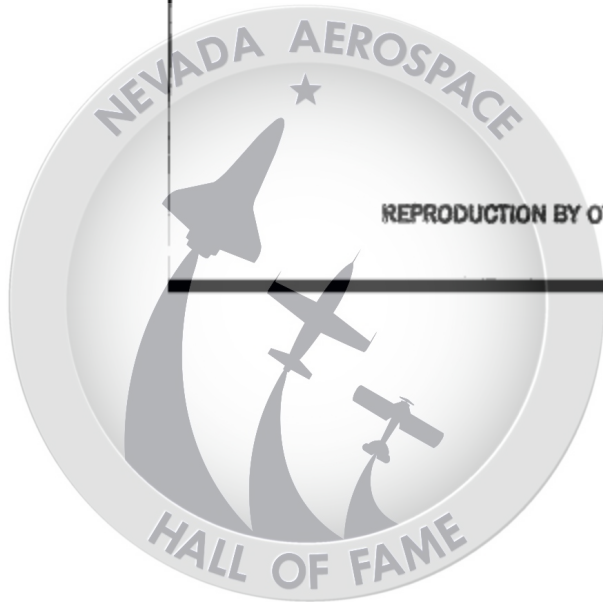
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3

HALL OF FAME



CLASSIFIED MESSAGE

DATE 2314Z 17 MAR 66

~~SECRET~~

ROUTING	
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TO DIRECTOR

FROM []

ACTION:

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PRIORITY

IN-94272

TOR 2354Z 17 MAR 66

OSA 1-20

TO PRIORITY []

INFO []

CITE []

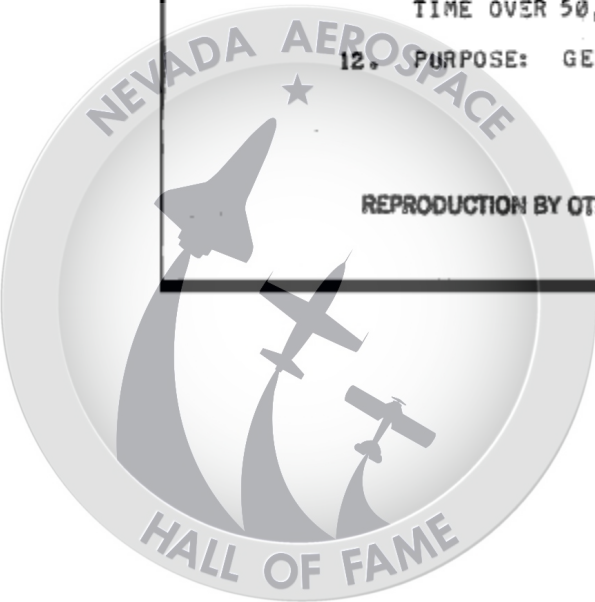
8019

OXCART [] FLTEST

1. ARTICLE 122, FLT 157, 17 MARCH 1966.
2. PILOT: []
3. T.O. TIME: 1112 HRS FOR 1 HR AND 12 MIN.
4. GROSS WEIGHT: 120,000 LBS.
5. C.G.: 20.1 PERCENT.
6. TEMP: 45 DEGREES WIND: CALM.
7. MAX MN: 3.17 MN.
8. MAX ALT: 83,000 FT.
9. T.O. DISTANCE: 6600 FT.
10. T.O. SPEED: 210 KNOTS.
11. TIME OVER 2.0MN: 46 MIN.
TIME OVER 2.6MN: 41 MIN.
TIME OVER 2.8MN: 39 MIN.
TIME OVER 3.0MN: 35 MIN.
TIME OVER 50,000FT: 48 MIN.
12. PURPOSE: GENERATOR LOAD CAPABILITY TEST.

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13. SUMMARY: TAKEOFF AND CLIMB NORMAL. CRUISED AT 3.1MN FOR TEN MINUTES. TRANSFERRED 4,000 POUNDS TO TANK 1 AND TURNED TRANSFER OFF. PUMPS FOR TANKS 1, 4, 5 WERE OPERATING. PILOT TURNED ON AN ADDITIONAL ELECTRICAL LOAD IN THE COCKPIT WHICH BROUGHT TOTAL TO 26 KVA. SWITCHED OFF R. GENERATOR, GENERATOR OUT LITE CAME ON. SWITCHED GENERATOR BACK ON LINE. REPEATED R. GENERATOR SHUT DOWN WITH 28 KVA LOAD WITH NO PROBLEM. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MSG

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FORM 10-63 USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

MSG. 1-45

DATE 2332Z 04 MAR 66

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PRIORITY

TOR: 2354Z 04 MAR 66

DSA 1-20

IN 91770

TO PRIORITY INFO

CITE 7729

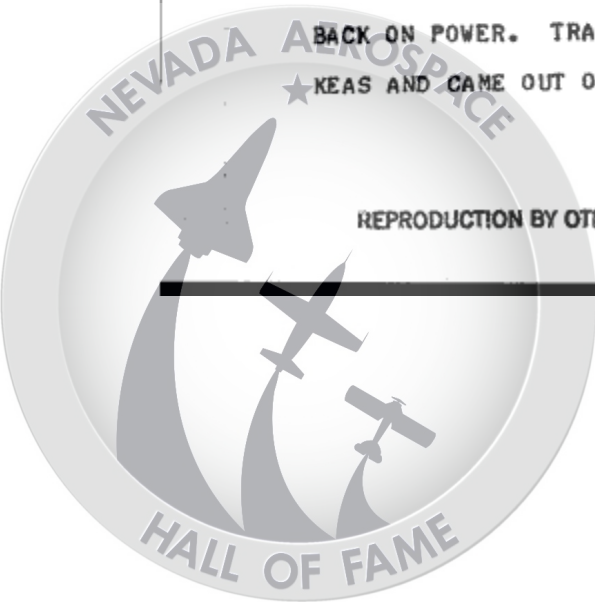
OXCARD FLTEST

1. ARTICLE 122, FLT 156, 4 MAR 66.
2. PILOT:
3. T.O. TIME: 1212 HRS FOR 37 MIN.
4. GROSS WT: 107,860 POUNDS.
5. C.G: 19.1 PERCENT
6. TEMP: 36 DEGREES WIND: 230/02.
7. T.O. DISTANCE: 5600 FEET.
8. T.O. SPEED: 185 KNOTS.
9. MAX ALT: 14,000 FEET.
10. MAX SPEED: 481 KEAS.
11. PURPOSE: FILLET PRESSURE/VIBRATION.
12. SUMMARY: TAKEOFF NORMAL. CAME OUT OF MIN BURNER INTO MIL, NOTED VERY STEEP ATTITUDE. ROUNDED OUT AT 14,000FT. DESCENDED TO 12,000FT. RELIT AB AT 300 KEAS, ACCELED TO 462 KEAS. CAME WAY BACK ON POWER. TRANSFERRED 3800 POUNDS TO TANK 1. ACCELED TO 468 KEAS AND CAME OUT OF BURNER. WENT BACK INTO BURNER TO 476 KEAS.

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CLASSIFIED MESSAGE

DATE 2328Z 23 FEB 66

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TO : DIRECTOR
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PRIORITY

TOR: 2356Z 23 FEB 66

05A1-20

IN 89848

TO PRIORITY

INFO

CITE

7502

OXCART FLTEST

- ARTICLE 122, FLT 155, 23 FEBRUARY 1966.
- PILOT:
- T.O. TIME: 0940 HRS FOR 0 HRS AND 32 MIN.
- GROSS WEIGHT: 109,100 LBS.
- C.G.: 19.2 PERCENT.
- TEMP: 37 DEGREES WIND: CALM.
- T.O. DISTANCE: 5600 FT.
- T.O. SPEED: 200 KNOTS.
- MAX MN: 0.92 MN.
- MAX ALT: 13,000 FT.
- TIME OVER 2.0MN: N/A MIN.
 TIME OVER 2.6MN: N/A MIN.
 TIME OVER 2.8MN: N/A MIN.
 TIME OVER 3.0MN: N/A MIN.
 TIME OVER 3.2MN: N/A MIN.
 TIME OVER 50,000FT: N/A MIN.

12.

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NEVADA AEROSPACE



HALL OF FAME

12. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.
13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ 0, THEN OK, AFTER WORKING SWITCH. TAKEOFF IN MIN BURNER. ACCEL TO 460 KNOTS, RECORDED DATA. TRANSFERRED FUEL FORWARD THEN WENT TO 470 KNOTS. DUMPED FUEL. FUEL DUMP STOPPED DUMPING AT 25,000 POUNDS; AND LOW LEVEL WARNING LIGHT CAME ON, THEN STAYED ON. DESCENT AND LANDING NORMAL, ALTHOUGH AIT C.G. WAS NOTED. DURING TAXI IN, ARTICLE ROLLED OVER SOMETHING ON TAXIWAY APRON WHICH JARRED PILOT SUFFICIENTLY TO HIT HIS HEAD ON THE CANOPY.

END OF MESSAGE



FORM 104 1-65
SECURITY INFORMATION

MSG. 1-65

CLASSIFIED MESSAGE

DATE: 0240Z 18 FEB 66

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

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PRIORITY

IN 88902

TOR 0305Z 18 FEB 66

TO PRIORITY INFO CITE 7411

OXCART FLTEST

1. ARTICLE 122, FLI 154, 17 FEB 1966.
2. PILOT:
3. T.O. TIME: 1339 HRS FOR 1 HR AND 21 MIN.
4. GROSS WEIGHT: 120,775 LBS.
5. C.G.: 20.2 PERCENT
6. TEMP: 51 DEGREES WIND: CALM.
7. T.O. DISTANCE : 7500 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.18 MN.
10. MAX ALT: 82,000 FT.
11. TIME OVER 2.0MN: 40 MIN.
 TIME OVER 2.6MN: 40 MIN.
 TIME OVER 2.8MN: 38 MIN.
 TIME OVER 3.0MN: 35 MIN.
 TIME OVER 3.2MN: N/A
 TIME OVER 50,000FT: 47 MIN.

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NEVADA AEROSPACE



HALL OF FAME

2

12. PURPOSE: FILLET PRESSURE DIFFERENTIAL MEASUREMENTS,
OIL CONSUMPTION AND EWS.

13. SUMMARY: ENGINE STARTS AND TAKEOFF NORMAL. FLEW .9MN THRU
TUNNEL, ACCEL TO 450 KEAS FOR CLIMBOUT. AT 1.7MN, AFT DOORS PLACED
IN "B" POSITION. FORWARD DOORS PLACED IN AUTO AT 2.0MN. AT 2.8MN,
CLOSED AFT DOORS. SOME INLET ROUGHNESS FELT IN 2.6 TO 2.95MN
REGION. PILOT USED 3.1MN FOR CRUISE PORTION OF MISSION. BOTH
PASSES OVER BASE (FOR EWS) WERE ON TRACK. EWS DATA WAS GOOD.
LANDING NORMAL, ALTHOUGH DRAG CHUTE DID NOT DEPLOY IMMEDIATELY.
PILOT RECYCLED DRAG CHUTE, AND IT FINALLY DEPLOYED AT ABOUT
THE 8,000FT POINT.

SQUAWKS: (A). UHF GUARD CHANNEL NOISY.

(B). IFF FAILED IN FLT.

(C). L. OIL PRESSURE FLUCTUATED PLUS AND MINUS
3 PSI, GOT DOWN TO 33 PSI DURING CRUISE.

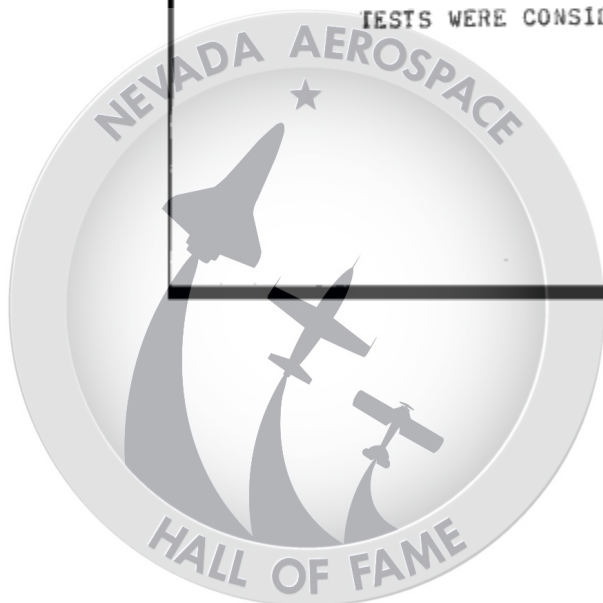
(D). PILOT NOTED LOTS OF INTERMITTENT ELECTRICAL
NOISE IN HEADSET FOLLOWING TURN-ON OF SYSTEM A []
FLUCTUATION OF R. EGT INDICATOR SEEMED TO ACCOMPANY THE
ELECTRICAL NOISE. SOURCE OF NOISE NOT YET DETERMINED.

14. [] COMMENTS: ALTHOUGH EWS PORTION OF TEST WAS
PRIMARILY FOR GATHERING [] DATA, USEFUL INFO WAS ALSO
GATHERED ON THE [] SYSTEMS.

TESTS WERE CONSIDERED SUCCESSFUL.

~~END OF MESSAGE~~

SECRET



CLASSIFIED MESSAGE

DATE 0341Z 17 FEB 66

~~SECRET~~

ROUTING	
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TO : DIRECTOR
 FROM :
 ACTION:
 INFO : TOR 0403Z 17 FEB 66

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PRIORITY
 IN 88631
 OSA 1-20

TO PRIORITY INFO CITE 7369

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66. PILOT:
 TAKE OFF AT 1418 HOURS FOR 1 HOUR AND 15 MINUTES. GROSS WT 120,400
 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED
 195 KTS, PRESSURE ALTITUDE 4,235 FT, TEMPERATURE 47 DEGREES, WIND
 CALM, MAX SPEED 1.5 MACH, MAX ALTITUDE 46,000 FT. PURPOSE:
 EWS TEST AND OIL COONSUMPTION TEST.

2. SUMMARY: TAKE OFF AND CLIMB WERE NORMAL. PERFORMED SCHEDULED
 TESTS SATISFACTORILY. RESULTS OF EWS TESTS WILL BE REPORTED
 SEPARATELY. AUTOPILOT WAS USED ENTIRE FLIGHT. LANDING AND CHUTE
 WERE NORMAL.

END OF MSG

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2



CLASSIFIED MESSAGE

DATE 0337Z 11 FEB 66

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PRIORITY

IN 87533

TOR 0419Z 11 FEB 66

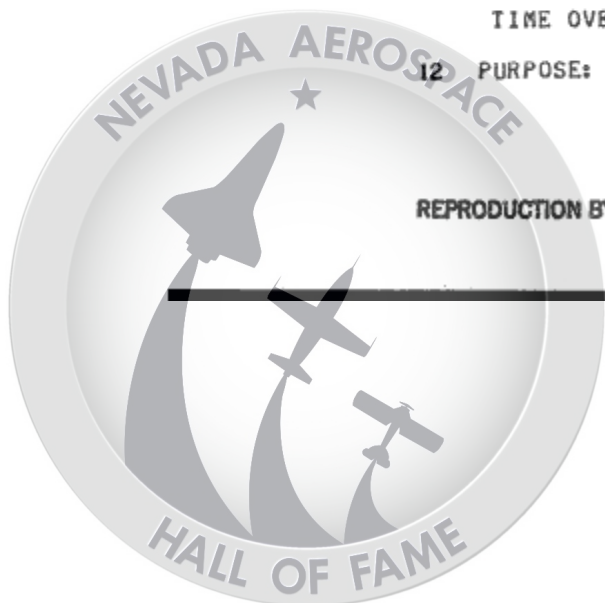
OSA 1-20

TO PRIORITY INFO CITE 7241
 OXCART FLTEST

1. ARTICLE 122, FLI 152, 10 FEB 1966.
2. PILOT:
3. T. O. TIME: 1544 HRS FOR ~~59~~ MIN. *1 hr and 09 min.*
4. GROSS WEIGHT: 119,000 LBS.
5. TEMP: 35 DEGREES. WIND: 030/16.
6. C.G.: 20.7 PERCENT.
7. T. O. DISTANCE: 5,500 FT.
8. T. O. SPEED: 212 KNOTS.
9. MAX MN: 3.10 MN.
10. MAX ALT: 73,000 FT.
11. TIME OVER 2.0MN: 21 MIN.
 TIME OVER 2.6MN: 09 MIN.
 TIME OVER 2.8MN: 06 MIN.
 TIME OVER 3.0MN: 03 MIN.
 TIME OVER 50,000FT: 21 MIN.
12. PURPOSE: SYSTEMS TEST.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. *2*



13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000 FT. WENT THROUGH TUNNEL FLAT, THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED ANTO NAV IN CLIMB AND NOTED NEEDLE WAS CENTERED. USED AUTO DEST SELECT. OVER POWERED AUTO PILOT TO KEEP BANK ANGLE TO 20 DEGREES. SOME INLET ROUGHNESS NOTED AT .26MN. CIP'S WERE TOGETHER. AT 3.1MN L.H. FIRE WARNING CAME ON. REDUCED POWER TO MILITARY AND LIGHTS WENT OUT. CONTINUED DESCENT AND COORDINATED WITH [] CONTROL FOR SYSTEMS TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY EWS LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000 FT. DESCENDING AND DUMPING FUEL. MADE GCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.

14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.

END OF MESSAGE

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0133Z 20 JAN 66

CLASSIFIED MESSAGE

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SUBJECT: []

TO: 0123Z 20 JAN 66

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OSA 1-20

PRIORITY
IN 83300

PRIORITY []
OXCART [] FLTEST
GATE [] 6773

1. ACFT 122, FLT 151, 19 JANUARY 1966.
2. PILOT: []
3. T.O. TIME: 14:10 HRS FOR 1 HR AND 13 MIN.
4. GROSS WEIGHT: 120300 LBS.
5. C.G.: 20.6 PERCENT.
6. TEMP: 41 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6800 FT.
8. T.O. SPEED: 198 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 80,000 FT.
11. TIME OVER 2.0MN: 34 MIN.
TIME OVER 2.6MN: 29 MIN.
TIME OVER 2.8MN: 25 MIN.
TIME OVER 3.0MN: 23 MIN.
TIME OVER 3.2MN: 0 MIN.
TIME OVER 50,000FT: 35 MIN.

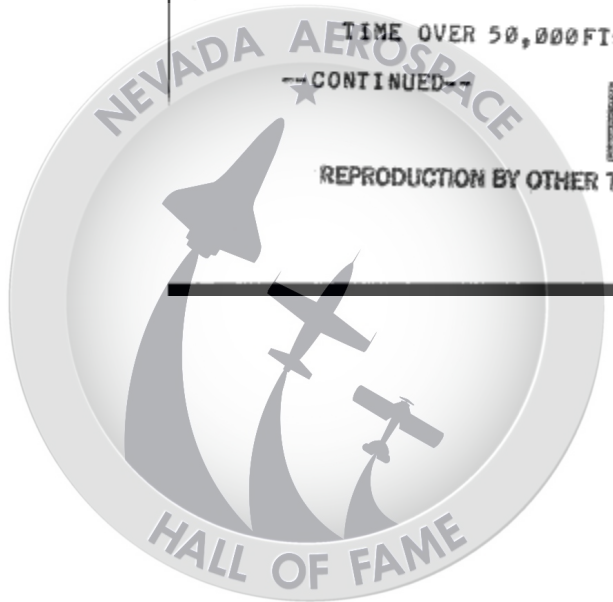
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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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CLASSIFIED MESSAGE

DATE 2313Z 14 JAN 66

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 0039Z 15 JAN 66

PRIORITY

IN 82491

TO PRIORITY INFO CITE 6668

OXCART FLTEST

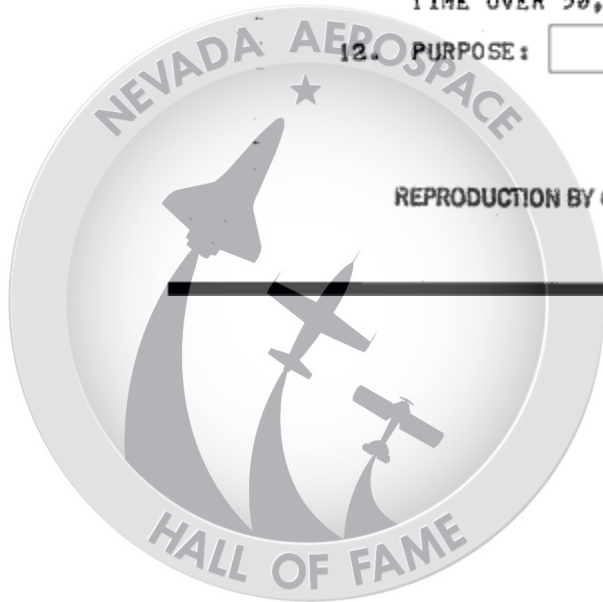
1. ARTICLE 122, FLT 150, 14 JAN 1966.
2. PILOT:
3. T.O. TIME: 1216 HRS FOR 1 HR AND 10 MIN.
4. GROSS WEIGHT: 114,000 POUNDS.
5. C.G.: 22.8 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM
7. T.O. DISTANCE: 5700 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.15MN.
10. MAX ALT: 84,000 FEET.
11. TIME OVER 2.0MN: 41 MIN.
 TIME OVER 2.6MN: 36 MIN.
 TIME OVER 2.8MN: 34 MIN.
 TIME OVER 3.0MN: 29 MIN.
 TIME OVER 50,000 FT: 40 MIN.

12. PURPOSE: TEST AND OIL CONSUMPTION.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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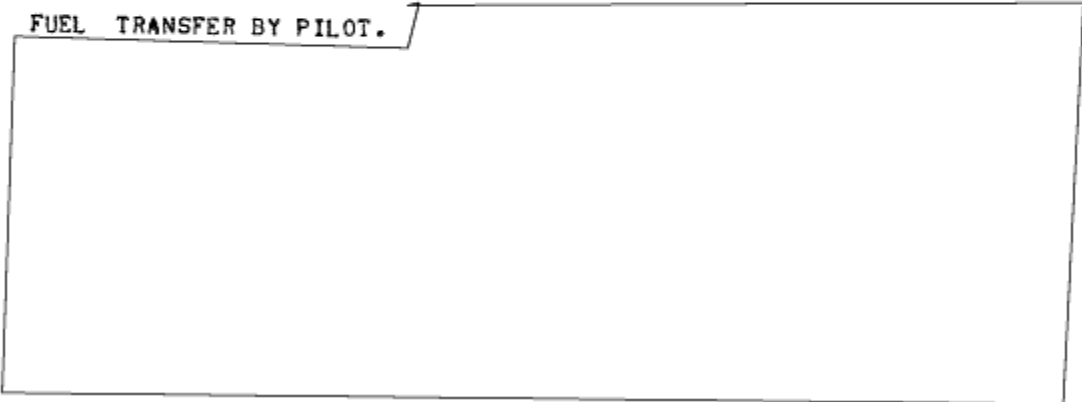


PAGE TWO 6668

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IN 82491

13. SUMMARY: FLT PLAN CALLED FOR TWO PASSES OVER HOME PLATE, ONE FROM THE NORTH AND ONE FROM THE EAST. INS AUTO-NAV MALFUNCTIONED DURING FIRST TURN. VOR WAS ALSO UNUSEABLE, FORCING PILOT TO UTILIZE GROUND VECTORING TO MAINTAIN SOME SEMBLANCE OF FLT PLAN. DURING CRUISE, C.G. SHIFTED TOO FAR AFT, NECESSTIATING FUEL TRANSFER BY PILOT.



END OF MESSAGE

~~SECRET~~



13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

DATE 215128 DEC 65

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PRIORITY

IN 79426

OSA 1-20

TOR 2235Z 28 DEC 65

TO PRIORITY []

INFO: []

ORIG: []

6294

OXCART [] FLTEST

- ARTICLE 122, FLT 149, 28 DEC 1965.
- PILOT: []
- T.O. TIME: 0945 HRS FOR 1 HRS AND 17 MIN.
- GROSS WEIGHT: 109,600 LBS.
- C.G.: 22.8 PERCENT.
- TEMP: 31 DEGREES WIND: CALM.
- T.O. DISTANCE: 5200 FT.
- T.O. SPEED: 200 KNOTS.
- MAX MN: 1.02 MN.
- MAX ALT: 36,000 FT.
- PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.
- SUMMARY: PILOT CLIMBED TO 36,000 FT, SHUT RIGHT ENGINE DOWN, HELD 36,000 FT UNTIL SPEED DROPPED TO .85 MN AND THEN MAINTAINED THAT SPEED THROUOUT REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND MAINTAINING .85 MN, ACFT STABILIZED AT 28,000 FT. PILOT WENT TO

-CONTINUED-

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2





6294 (IN 79426)

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PAGE 2

MIN AB ON LEFT ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN),
AND STABILIZED AT 17,000 FT WITH ABOUT 20,000 LBS OF FUEL ABOARD.
HE THEN STARTED SINGLE ENGINE CRUISE CLIMB, AND WORKED UP TO 20,000 FT
WITH 10,000 LBS OF FUEL REMAINING. PILOT RETURNED TO BASE, NORMAL
LANDING, CHUTE DEPLOYMENT SATISFACTORY.

END OF MESSAGE



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DATE 0947Z 18 DEC 65

CLASSIFIED BY 6001

~~SECRET~~

TO DIRECTOR

[Redacted]

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PRIORITY

TCN 0105Z 18 DEC 65

[Redacted]

IN 78173

TO PRIORITY [Redacted]

INFO [Redacted]

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6159

EXCART OPS FLIEST

1. ARTICLE 122 MADE FLT 147 ON 17 DEC 65. PILOT [Redacted] TAKE OFF AT 0947 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS WEIGHT 104,300LBS, C.G. 23.3 PERCENT, TAKEOFF DISTANCE 3800 FT, TAKEOFF SPEED 190 KTS, PRESSURE ALTITUDE 4365 FT, TEMP 07 DEGREES, WIND 320/10, MAXIMUM SPEED 194 KNOTS, MAXIMUM ALTITUDE 27,000 FT. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.

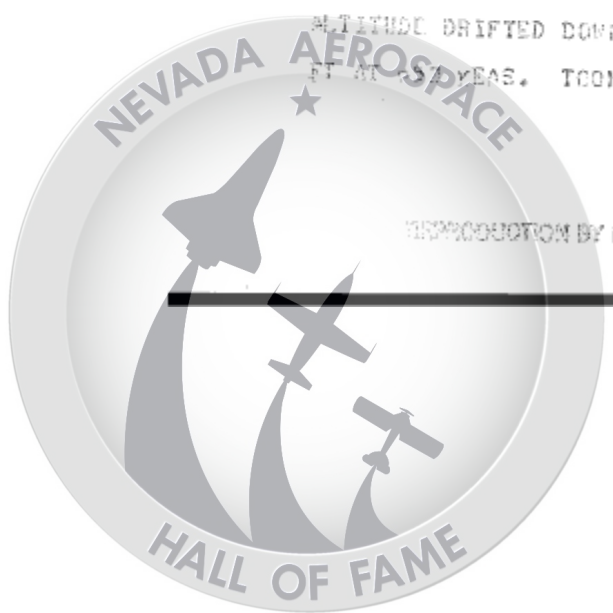
2. STARTED ON SOUTH PAD AND TAKEOFF WAS NORMAL. CLIMBED AT 400 KEAS TO 20,000FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000FT. GROSS WEIGHT STARTED AT 109,300 LBS DOWN TO 64,000LBS. MADE MANY TURNS TO STAY IN SOA. THEN REFUELED AND HAD TO USE MANUAL REFUELING PROCEDURE. WAS ABLE TO HOLD 21,000 FT IN MIN AB AT 94,000LBS DOWN TO 64,000LB. REFUELED AGAIN AT 94,000LB GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AB TOO MUCH POWER TO MAINTAIN 400 KEAS AT 15,000FT. WENT TO MIL POWER. SPEED AND ALTITUDE DRIFTED DOWN TO 13,500 FT AT 350 KEAS. COULD MAINTAIN 13,000 FT AT 350 KEAS. TOOK ON 50,000LB MORE FUEL AND CRUISE CLIMBED

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[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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0100Z 9 DEC 65

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TO DIRECTOR

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AIRMAIL

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FOR 06050 9 DEC 65

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SECURITY

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TO PRIORITY []

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5932

OXCART [] FLTRST

1. ARTICLE 122, FLY 146, 8 DECEMBER 1965.
2. PILOT: []
3. T.O. TIME: 1019 HRS FOR 4 HRS AND 23 MIN.
4. GROSS WEIGHT: 122,350 POUNDS.
5. C.G.: 19.9 PERCENT.
6. TEMP: 36 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6600 FEET.
8. T.O. SPEED: 220 KNOTS.
9. MAX MN: 3.19MN.
10. MAX ALT: 24,000 FEET.
11. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
12. SUMMARY: LEFT ENGINE REQUIRED A MODIFIED STARTING PROCEDURE. WOULD NOT START FIRST TRY, SO PILOT HIT START AT FIRST INDICATION OF RPM AND CAREFULLY WORKED UP TO IDLE RPM. GENERATORS DID NOT COME ON THE LINE FIRST TIME SWITCHED ON, RECYCLED ON THE NEXT TIME AND FORTUNATELY DID NOT DISABLE INS. TAKEOFF AND

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2

NEVADA AEROSPACE

HALL OF FAME



SHUT DOWN. LEFT ENGINE WAS IN MIN AB DOWN TO 80,000 FEET THEN MIN
AB AND 350 KEAS DOWN TO SUPERSONIC. REDUCED ALT TO 10,000 FEET AND
MADE SPEED POWER RUNS AT 250 KEAS. RELIT RIGHT ENGINE, POWER
LIGHT OFF WAS VERY SLOW. ACCEL WAS SLOW. RIGHT FWD BYPASS WAS
OPEN. RIGHT AFT BYPASS WAS CLOSED FOR ENGINE AIR START. CLOSED
RIGHT FWD BYPASS AFTER START. MET CARRIER AT 20,000 FEET, MADE CONTACT
FOR 40,000 POUNDS. BACKED OFF AND LIT AB. MOVED BACK INTO
FILL ARTICLE TO 60,000 POUNDS. SECOND ACCEL SAME AS FIRST
TO 3.1MN AND 82,000 FEET. LEFT ENGINE IN MIN AB, LEFT AND RIGHT
FWD DOORS OPEN, RIGHT AFT DOOR OPEN. SHUT DOWN RIGHT ENGINE.
SPIKES AUTO TO 2.6, 350 KEAS. DESCENT 60,000 FEET, THEN MANUAL.
DESCENT TO 15,000 FEET FOR SPEED POWER DATA. MILD UNSTARTS NOTED
DOWN TO 1.6MN. DESCENT IN MIN AB WAS FAIRLY FLAT DOWN TO 1.3MN.
THEN STEEP TO 0.9MN AT 350 KEAS. AT 15,000 FEET, LIT LEFT AB
AND ACCELED TO 425 KEAS, THEN SLOWED DOWN TO 325, 275, 250 KEAS
AND LET DOWN TO 10,000 FEET. CLOSED RIGHT AFT BYPASS, OPENED
RT. FWD AND AIR STARTED RIGHT ENGINE. PICKED UP FUEL TO 60,000
POUNDS AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD
ACCEL SAME AS SECOND. ACCEL TO 3.18MN AND 84,000 FEET. SHUT
DOWN RIGHT ENGINE WITH SAME PROCEDURES AS BEFORE. SAME DESCENT

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IN 73455

CHUTE NORMAL. INS HAD FIVE MILE ERROR AND 3

END OF MESSAGE

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DATE 2302Z 07 DEC 65

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PRIORITY

IN 76134

TOR 2326Z 08 DEC 65

DIA 1-22

TO PRIORITY

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OF

5867

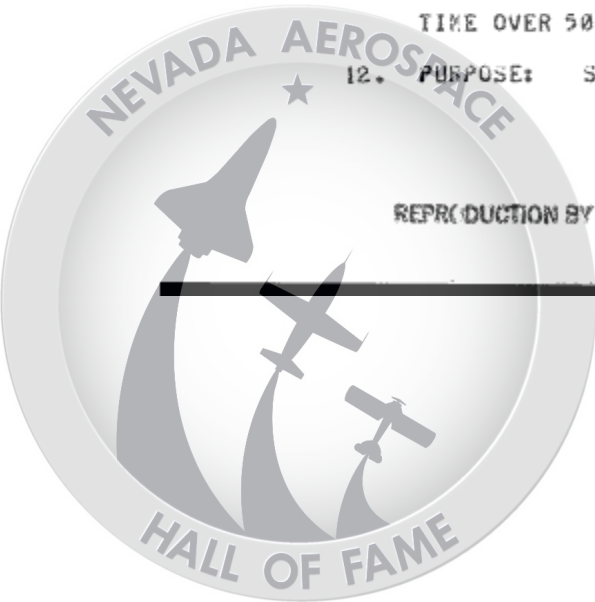
OXCART FLTEST

1. ACFT 122, FLT 145, 7 DEC 1965.
2. PILOT:
3. T.O. TIME: 0926 HRS FOR 1HR AND 28MIN.
4. GROSS WEIGHT: 121,600LBS.
5. C.G.: 29 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6100 FEET
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.14MN.
10. MAX ALT: 81,500 FEET.
11. TIME OVER 2.0MN: 40MIN.
TIME OVER 2.6MN: 25MIN.
TIME OVER 2.8MN: 10MIN.
TIME OVER 3.0MN: 04MIN.
TIME OVER 50,000FEET: 40MIN.
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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[] 5857

(IN 76154)

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PAGE 2

13. SUMMARY: TAKEOFF AND CLIMB NORMAL TO ALT SPEED. OPENED BOTH FWD DOORS AND SHUT DOWN R. ENGINE. THEN OPENED AFT RIGHT DOOR. AT 2.38N. WENT FORWARD WITH RIGHT SPIKE. DECEL TO 350 KEAS IN MAX AB AND SETTLED DOWN TO 27,000 FEET. TOOK SPEED POWER DATA AT THIS POINT AS WELL AS IN MIN AB AT 10,000 FEET, MAX AB AT 20,000 FEET. NIL AT 20,000 FEET. WENT OUT TO JOIN UP WITH TANKER BUT HAD COMMO PROBLEMS AND ABORTED FLT. DESCENT AND LANDING, CHUTE NORMAL.

14. COMMENTS: INS AND VOR DID NOT COORELATE AT [] VOR.

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DWS 0314Z 07 DEC 65

CLASSIFIED MESSAGE

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TO DIRECTOR

FROM

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PRIORITY

TO: 0406Z 07 DEC 65

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TO PRIORITY

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OACART FLE OPS

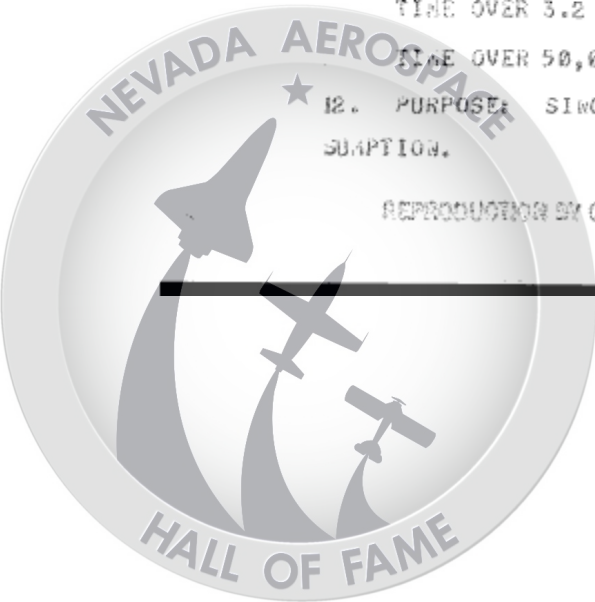
1. ARTICLE 122, FLT 144, 6 DEC 65.
2. PILOT: [REDACTED]
3. T.O. TIME 1500 HOURS FOR 3 HOURS AND 14 MINUTES.
4. GROSS WEIGHT, 121,400 LBS
5. TEMP: 49 DEGREES, WIND CALM
6. C. G.: 20.2 PERCENT.
7. T. O. DISTANCE: 6700 FT.
8. T.O. SPEED: 205 KNOTS.
9. MAX LN: 3.14
10. MAX ALI: 81,000 FT.
11. TIME OVER 2.0 W/ 1 HR 20 MIN.
 TIME OVER 2.6 W/ 50 MIN
 TIME OVER 2.8 W/ 30 MIN
 TIME OVER 3.0 W/ 15 MIN
 TIME OVER 3.2 W/ W/P
 TIME OVER 50,000 FT: 1 HR 20 MIN

12. PURPOSE: SINGLE ENGINE PERFORMANCE TEST ENGINE OIL CONSUMPTION.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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13. SUMMARY: RIGHT STARTING CART CUT OUT AT 2500 RPM DURING START. BUT ENGINE CAME UP O.K. TAKE OFF AND CLIMB NORMAL UNDER TUNNEL. ACCEL TO 2.5 MACH. STARTED TURN AT 20,000 FT AND 21,000 FT. SHUT DOWN RIGHT ENGINE AND HELD ALTITUDE UNTIL HEAT ALSO DOWN TO 300 AT 2.7 MW. RIGHT INLET UNSTARTED, MOVED SPIKE FORWARD AND CLEARED. HELD LEFT EGT AT 790-800 DEGREES. ARTICLE BOTTOMED OUT AT 55,000 FEET. CUT OFF BURNER AND DESCENDED TO 10,000 FT FOR SPEED POWER. ARTICLE WAS HARD TO STABILIZE FOR DATA. CLIMBED TO 22,000 FT AND RE-LIT BURNER. TOOK SPEED POWER DATA IN BURNER AT 300 REAS, STARTED CLIMBING. STARTED R ENGINE. JOINED WITH TANKER AND REFUELED. CLIMBED OUT TO NORTH AND REPEATED RT ENGINE SHUT DOWN, DESCENT TO 60,000 FEET IN FULL AS THEN WENT MIN AB FOR REST OF DESCENT. TOOK SINGLE ENGINE SPEED POWER DATA AT 10,000 FT, 25,000 FT AND 24,500 FT. RESTARTED RIGHT ENGINE. 1 MINUTE 15 SECONDS REQUIRED TO GET RIGHT ENGINE TO IDLE RPM. TRANSFERRED FUEL FORWARD. LANDED, CRUISE NORMAL.

PILOT COMMENT:

TACAN OFF 10 DEGREES TO RIGHT.

END OF MESSAGE



13412 3 DEC 65

DIRECTOR

[Redacted]

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13412 3 DEC 65

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PRIORITY

IN 75520

PRIORITY [Redacted]

[Redacted]

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5783

EXCART [Redacted] PLIES

1. ARTICLE 122, FLT 143, 3 DEC 1965.
2. PILOT: [Redacted]
3. T.O. TIME: 2911 HRS FOR 3 HRS AND 04 MIN.
4. GROSS WEIGHT: 121,500 LBS.
5. C.G: 26 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3:13 MN.
10. MAX ALT: 8100 FEET.
11. TIME OVER 2.0MN: 1:05 MIN
 TIME OVER 2.6MN: .45 MIN
 TIME OVER 2.8 MN: 25 MIN
 TIME OVER 3.2MN: 10 MIN
 TIME OVER 3.2MN: N/A MIN
 TIME OVER 50,000FT: 1:05 MIN

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[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED, 2011 10.



PAGE TWO 5755

~~SECRET~~ IN 75000

12. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.

13. CONFIGURATION: MAX SID INLETS - HS LEFT. JENDIX RIGHT FUEL CONTROLS.

14. SUMMARY: WITH NORMAL TAKEOFF, AND ACCEL AND SINGLE ENGINE DEVELS WERE MADE. TAKE FIRST CHOP DOWN WAS AT 81,000 FEET, 3.13MN. THE THROTTLE WAS CROPPED FROM MAX AB TO CUT OFF AND THE OTHER ENGINE HELD AT MAX AB AND ACFT SPEED AT 400 KEAS ALL THE WAY DOWN TO 21,000 FEET WHERE IT REFUSED TO GO LOWER HOLDING 400 KEAS AND MAX AB. AFTER TAKING SPEED POWER POINTS, THROTTLE WAS REDUCED BELOW AFTER-BURNING AND SPEED POWER POINTS WERE TAKEN AT 10,000 FEET AND 300 KEAS. HE THEN RELIT ENGINE, REFUELED FROM TANKER AND REACCELERATED TO 78,000 FEET, 3.08MN AND REPEATED THROTTLE CHOP AND ENGINE SHUT DOWN. HE HELD 400 KEAS, MAX AB TO 60,000 FEET THEN WENT TO MIN AB WHICH BOTTOMED OUT AT 20,000 FEET. AFTER TAKING SPEED POWER POINTS, HE DROPPED OUT OF AB AND WENT DOWN TO 10,000 FEET WHERE HE TOOK POINTS AT 275, 250 AND 230 KEAS.

END OF MESSAGE

~~SECRET~~



41112 03 DEC 65

~~SECRET~~

DIRECTOR

[Redacted]

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PRIORITY

41139E 03 DEC 65

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1W 75276

PRIORITY [Redacted]

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OXCART [Redacted] FLTEST

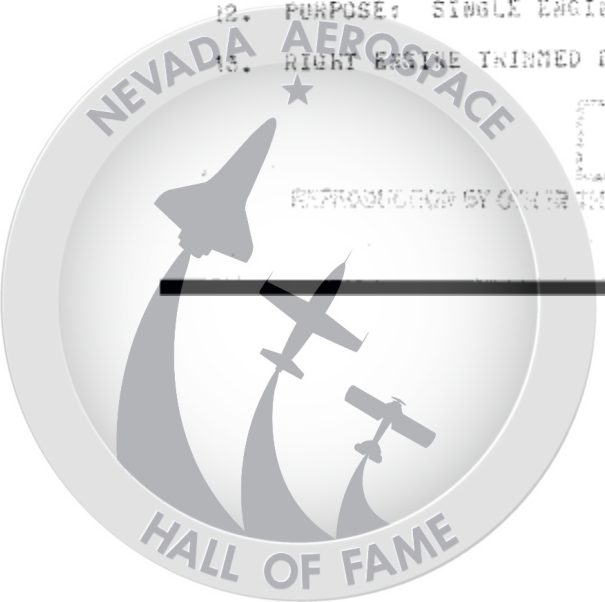
1. ARTICLE 122, FLY 142.
2. PILOT: [Redacted]
3. T.O. TIME: 1001 HRS FOR 2 HRS AND 40 MIN.
4. GROSS WEIGHT: 121,552 LBS.
5. C.G.: 19.8 PERCENT.
6. TEMP: 35 DEGREES WIND: CALM.
7. T.O. DISTANCE : 6200 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 79,000 FEET.
11. TIME OVER 2.0MN: 1:12 MIN
 TIME OVER 2.5MN: 45 MIN
 TIME OVER 2.5MN: 30 MIN
 TIME OVER 3.0MN: 4 MIN
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
13. RIGHT ENGINE THINNED DOWN TO 735 DEGREES, LEFT ENGINE DOWN TO

~~SECRET~~

[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

2



1754Z 30 NOV 65

~~SECRET~~

DIRECTOR

[Redacted]

[Redacted]

1814Z 30 NOV 65

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PRIORITY

PRIORITY [Redacted]

EXCERPT [Redacted] FLTEST

1. AGYICLE 122, FLT ¹⁴¹ 29 NOV 1965.
2. PILOT: [Redacted]
3. T.O. TIME: 1516 HOURS FOR 1 HR AND 21 MIN.
4. GROSS WEIGHT: 121,600 POUNDS.
5. C.G.: 19.8 PERCENT.
6. TEMP: 47 DEGREES WIND: 210/08
7. T.O. DISTANCE: 6800 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 0.88MN.
10. MAX ALT: 32,000 FEET.
11. PURPOSE: OIL CONSUMPTION L/H ENGINE, NOZZLE INSTABILITY, R/H ENGINE.
12. SUMMARY: TAKEOFF AND CLIMB NORMAL. PILOT RECORDED DATA BETWEEN 28,000 AND 30,000 FEET, AND 0.75MN TO 0.88MN. TDI STUCK AT 1.7 MN FOR TWENTY MINUTES THEN CAME BACK TO NORMAL, THEN STUCK AGAIN FOR REMAINDER OF FLT. LANDING AND CRUTE NORMAL.

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[Redacted]

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED, COPY NO.

2



DATE 0756Z 20 NOV 65

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TO : DIRECTOR

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SUBJECT:

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PRIORITY

IN 7302⁰¹

TOR: 0935Z 20 NOV 65

OSA 1-20

TO PRIORITY OXCART

INFO

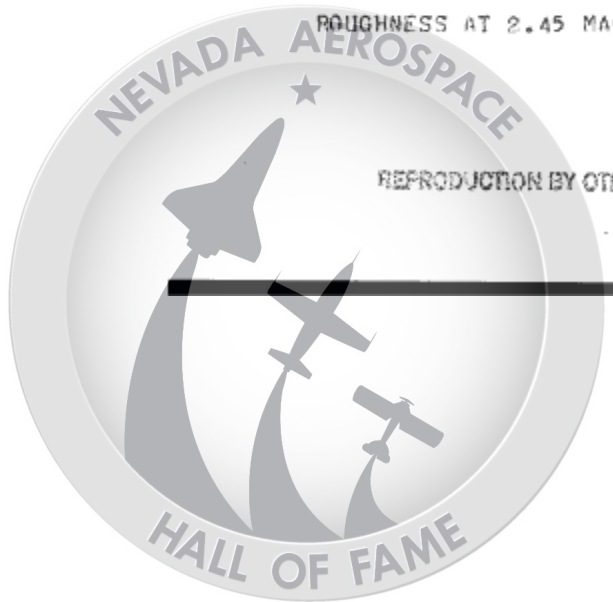
QTE 5531

1. ARTICLE: 122, FLT: 14th, 19 NOV 65.
2. PILOT:
3. T.O. TIME: 1536 HOURS FOR :59 MINUTES.
4. GROSS WEIGHT: 114,000 POUNDS
5. C.G.: 22.3 PERCENT.
6. TEMP: 53 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6400 FT T.O. SPEED: 190 KNOTS.
8. MAX MN: 3.02 MN MAX ALT: 76,000 FT.
9. TIME OVER 2.0MN: 25 MIN; TIME OVER 2.6MN: 15 MIN; TIME OVER 2.8MN: 10 MIN; TIME OVER 3.0MN: 6 MIN; TIME OVER 50,000FT: 25 MIN.
10. PURPOSE: RIGHT ENGINE NOZZLE INSTABILITY; LEFT ENGINE OIL CONSUMPTION.
11. SUMMARY: ENGINE TRIM NORMAL. CRUISED AT 29,000 FEET PRIOR TO CLIMB. AT 1.7 MACH OPENED AFT DOORS 50 PERCENT AT 2.0 MACH WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.

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5531 (IN 73028)

PAGE TWO

MADE TURN AT 260 KEAS AND 3.0 MACH. DECELED. ACCELED
AGAIN. AT 1.7 MACH WENT TO RE POSITION AFT DOORS. AT 2.5 MACH
MOMENTARY UNSTART CAUSED BY LEFT FWD BYPASS DOOR SWITCH. OPENED
PWDS THEN TO AUTO AND ACCELERATED OUT O.K. DECELERATED AGAIN.
LANDING CHUTE NORMAL.

COMMENT: MUCH EGT TRIPPING REQUIRED DURING FLT.

END OF MESSAGE

~~SECRET~~



13 NOV 65

CLASSIFIED MESSAGE

ROUTING

ORIG: [redacted]
UNIT: ASD/OSA
EXT: [redacted]
DATE: 13 NOV 65

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TO: [redacted]
FROM: DIRECTOR
CONF: [redacted]
INFO: [redacted]

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| XX | ROUTINE | OPERATIONAL IMMEDIATE | UNIT |

OSA 1-20

40714

TO: [redacted] INFO: [redacted] CITE: [redacted] 9182

OXGART SECUR

REF: [redacted] 5368 (IN 7184)

REF WIRE OMITTED AFCS PERFORMANCE FOR A/C 122

FLT 139. PLS SUBMIT

END OF MESSAGE

[redacted]

COORDINATING OFFICERS

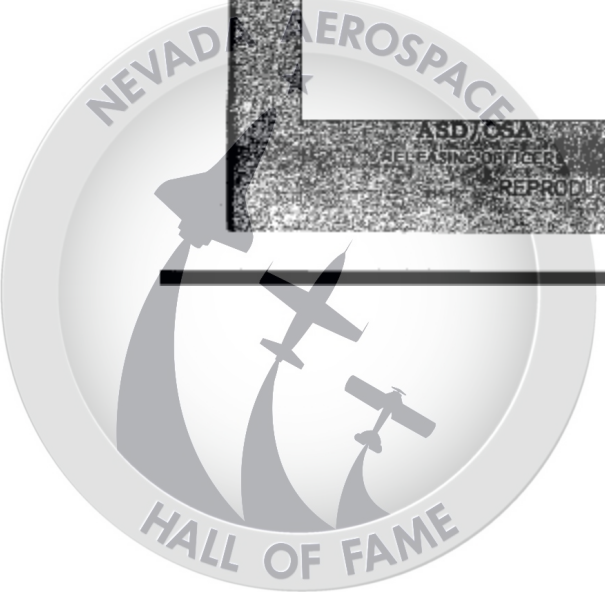
ASD/OSA
RELEASING OFFICER

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ADMINISTRATIVE OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED

Copy No. 1/



DATE 21032 10 NOV 65

CLASSIFIED MESSAGE

~~SECRET~~

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PRIORITY

TOR: 02232 10 NOV 65

IR-70913

TO PRIORITY

INFO

ONE

5312

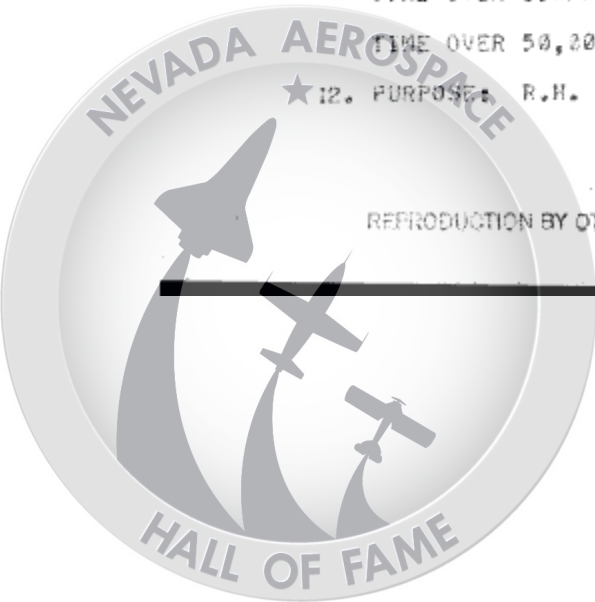
OXCAPT FLIEST

1. ARTICLE 122, FLT 139, 10 NOVEMBER 1965.
2. PILOT:
3. T.O. TIME: 0951 HRS FOR 1 HR AND 05 MIN.
4. GROSS WEIGHT: 110,400 POUNDS.
5. C.G.: 22.3 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM
7. T.O. DISTANCE: 6200 FEET.
8. T.O. SPEED: 198 KNOTS
9. MAX MN: 3.05 NH
10. MAX ALT: 78,200 FEET
11. TIME OVER 2.0MN: 30 MIN
 TIME OVER 2.5MN: 25 MIN
 TIME OVER 2.8MN: 22 MIN
 TIME OVER 3.0MN: 15 MIN
 TIME OVER 50,200 FT: 32 MIN

★ 12. PURPOSE: R.H. NOZZLE INSTABILITY INVESTIGATION.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2



[] 5312 (IN 70919)

~~SECRET~~

PAGE 2

13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCHED. AT 1.7MN WENT TO FIFTY PERCENT ON AFT DOORS. AT 2.0MN WENT TO AUTO ON FORWARD DOORS. ACCELED TO 3.0MN IN THIS CONFIGURATION. INLETS MATCHED AND SMOOTH. MADE TURN TO SOUTH 50 NORTH OF [] COMPASS OK. MACH HOLD HELD WITHIN PLUS OR MINUS 0.02 MN IN CRUISE, BUT DID NOT HOLD WITH MORE THAN 20 DEGREES BANK. RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES PULLED AND CHATTERED.

14. COMMENTS: THIS FLT WAS MADE TO VERIFY NOZZLE INSTABILITY NOTED IN ACFT 130.

END OF MESSAGE

~~SECRET~~



DATE 2259Z 30 AUG 65

CLASSIFIED MESSAGE

~~SECRET~~

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TO DIRECTOR

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PRIORITY

TOR: 2326Z 30 AUG 65

OSA 1-20

IN-56247

TO PRIORITY

INFO

QTE

3860

OXCAR FTTEST

- ARTICLE 122 FLT 125 27 AUGUST 1965
- PILOT:
- T.O. TIME: 1155 HOURS FOR 1 HOUR AND 38 MIN.
- GROSS WEIGHT: 119,900 LBS.
- C.G.: 20 PERCENT.
- TEMP: 80 DEGREES WIND: CALM
- T.O. DISTANCE: 8,000 FEET.
- T. O. SPEED: 195 KNOTS.
- MAX MN: 3.1 MN.
- MAX ALT: 78,000 FEET.
- TIME OVER 2.0 MN: 43 MIN

TIME OVER 2.6 MN: 35 MIN

TIME OVER 2.8 MN: 30 MIN

TIME OVER 3.0 MN: 25 MIN

TIME OVER 3.2 MN: N/A

TIME OVER 50,000 FEET: 45 MIN

★ 12. PURPOSE: FLT TEST

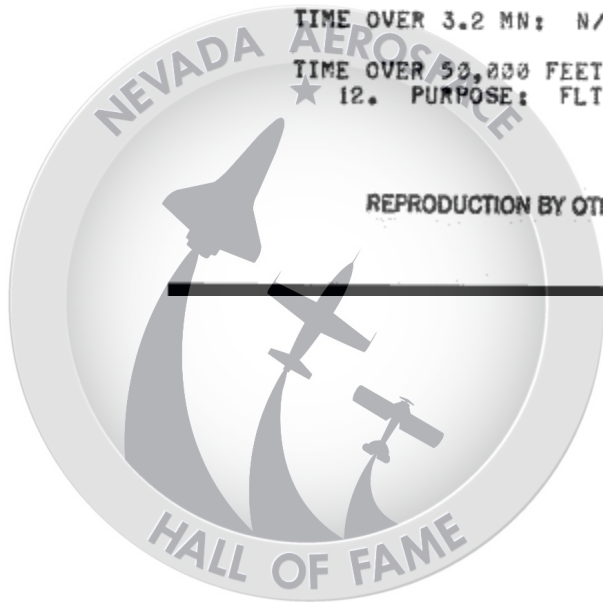
PRODUCTION BOXES.

END OF MSG

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2



CLASSIFIED MESSAGE

FORM 148

DATE 2050Z 26 AUG 65

~~SECRET~~

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TO DIRECTOR

FROM []

ACTION:

INFO:

TOR 2057Z 26 AUG 65

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ROUTINE

IN 55617

0-1-20

TO []

INFO []

CITE [] 3793

OXCART [] FLTEST

REF: [] 3769

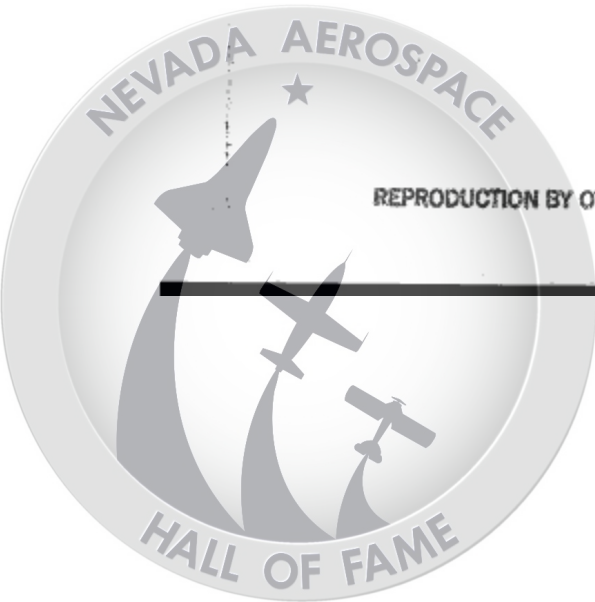
[] 4204

SUBJECT: ARTICLE 122, FLT 124, 25 AUGUST 1965.

FOLLOWING INFORMATION OMITTED FROM [] MESSAGE

3769, 25 AUGUST 1965: PILOT: [] TIME ABOVE 2.0MN - 50MIN;
 2.6MN - 45MIN; 2.8MN -- 40MIN; 3.0MN - 35MIN; 3.2MN - 30MIN; TIME
 ABOVE 50,000FT - 50MIN.

END OF MESSAGE



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[]

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2

CLASSIFIED MESSAGE

FORM 8-54

DATE 0906Z 26 AUG 55

~~SECRET~~

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SUBJECT:

INFO :

TOR 0954Z 26 AUG 55

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PRIORITY

IN 58445

USA 1-20

TO PRIORITY

INFO

CITE 3769

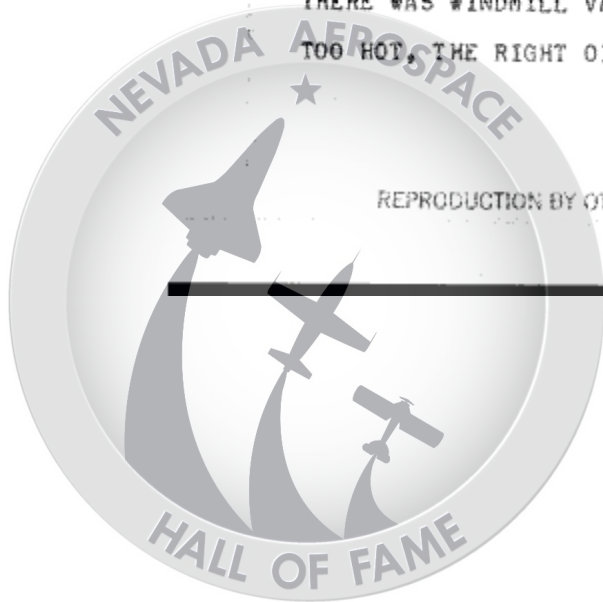
OXCART

1. ARTICLE 122 MADE FLT 124 ON 25 AUG. T.O. TIME 1004, DURATION 1:11. GROSS WT 119900, C.G. 19 1/2 PERCENT, T.O. DIST 7100 FT, TEMP 70 DEGREES F, WIND CALM, MAX MACH 3.23, MAX ALT 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION GEAR. AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE TOWARD HOME BASE DURING WHICH ALL GEAR WORKED SATISFACTORILY. (REPORT FOLLOWS). THESE BOXES WILL BE REMOVED AND INSTALLED IN NBR 126 OR 127 ASAP. ANOTHER COMPLETE SET WILL BE INSTALLED IMMEDIATELY FOR A FLIGHT 26 AUG. WE HOPE TO TEST THE THIRD SET BY 27 AUG AS THE AIRCRAFT MUST GO DOWN FOR A WING FUEL TANK REPAIR BY THE WEEKEND.

2. INSOFAR AS AIRCRAFT PERFORMANCE WAS CONCERNED THERE WAS SOME CIP WANDER, THE INS HAD A 6 TO EIGHT DEGREE RIGHT BIAS CAUSING A 45 DEGREE BANK AND WAS DISENGAGED, THE LEFT TACHOMETER FAILED, THERE WAS WINDMILL VALVE TYPE ROUGHNESS ON LEVEL, THE COCKPIT WAS TOO HOT, THE RIGHT OIL PRESSURE TRANSMITTER REQUIRES REPLACEMENT,

~~SECRET~~

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~~SECRET~~

[] 3769 (IN 55445)

PAGE TWO

THE CHUTE WAS SLOW TO OPEN AND JETTISON.

3. THERE WERE NO AD'S DURING THE FLIGHT.

4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE

~~SECRET~~



CLASSIFIED MESSAGE

2206Z 06 AUG 65

~~SECRET~~

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DIRECTOR

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PRIORITY

IN 51865

TOR: 2255Z 06 AUG 65

OSA 1-20

PRIORITY
OXCART

INFO
FLTEST OPS

CITE 3400

1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT [REDACTED] TAKEOFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C.G. 19.7, TAKEOFF DISTANCE 7800 FEET, TAKEOFF SPEED 197 KNOTS, TEMPERATURE 87 DEGREES, WIND CALM. MAX SPEED 3.23 MACH, MAX ALT 79,500 FEET, TIME OVER 2.0 MACH THIS FLIGHT 42 MIN, 2.6 MACH 36 MIN, 2.8 MACH 32 MIN, 3.0 MACH 30 MIN, 50,000 FEET 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS.

2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKEOFF AND CLIMB IN MIN AB TO 25,000 FEET. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB TOWARD [REDACTED], WAS TO RIGHT OF COURSE, AT 2.35 MACH STARTED TURN AND ACCELERATED TO 2.9 MACH. STEERED AUTO NAV DIRECTLY OVER HOME PLATE AT 3.2 MACH AND 76,000 FEET. NOTED PSI VARIATION IN RIGHT CIP AND R HYDRO FLUCTUATION. THEN NOTED LEFT CIP VARIATIONS. MADE ANOTHER TURN TO NORTH NEAR [REDACTED] AND MADE PASS 10 MILES NORTH OF BASE. AT 3.2 MACH AND 79,500 FEET ACTIVITY LIGHTS AND GEAR HORN WENT ON SYSTEM B. PILOT NOTED EGT VARIATION WITH [REDACTED]

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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~~SECRET~~

3406 (IN 51865)

PAGE TWO

PITCH TRIM. LEFT TACH WENT TO ZERO 45 MIN AFTER TAKE OFF.
DECELERATION PILOT NOTED ENGINES ROUGHNESS 3 CPS) BETWEEN 6800
AND 6900 RPM. OTHERWISE DECELERATION AND LANDING NORMAL.

3. CHUTE DID NOT JATTISON IN TAIL WIND. "A" BAY WENT TO 90
DEGREES AT END OF CCUISE.

END OF MESSAGE

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CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

1710Z 06 AUG 65

~~SECRET~~

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PRIORITY RB DSA

FROM :

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1750Z 06 AUG 65

OSA-1-20

IN-51746

TO PRIORITY

INFO

CITE

3383

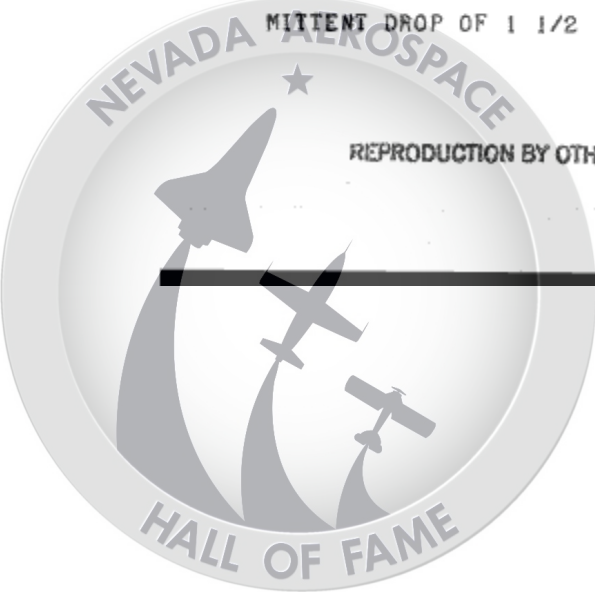
OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 122, ON 5 AUG. PILOT TAKE OFF AT 1558 HOURS FOR 1 HOUR 09 MIN. GROSS WT 119,800 LBS, C.G. 20.2 PERCENT. TAKEOFF DISTANCE 8800 FT, TAKE OFF SPEED 205 KNOTS. MAX SPEED 3.22 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH THIS FLIGHT 43 MIN, 2.6 MACH 36 MIN, 2.8 MACH 30 MIN, 3.0 MACH 25 MIN, 3.2 MACH 17 MIN, 50,000 FT 45 MIN. PURPOSE: SYSTEMS TEST.

2. INS INOPERATIVE PRIOR TO TAKE OFF DUE TO LOSS OF POWER. LEFT BRAKE GRABBED DURING TAXI. LONG TAKE OFF ROLL NOTED BY PILOT DUE TO HIGH TEMP. CLIMB IN MIN BURNER TO 31,000 FT. LEFT OIL PRESSURE WAS DOWN TO 45 LBS, AT 1.7 MACH OPENED AFT BYPASS 50 PERCENT. AT 2.0 MACH WENT AUTO ON FORWARD DOORS. CIP'S WERE TOGETHER. WENT AROUND CORNER AT 2.3 MACH ACCELERATING. AT 2.82 MACH CLOSED AFT DOORS. GAVE A GOOD VECTOR OVER BASE AT 3.2 MACH AND 76,000 FT. NOTED MILD LEFT HYDRO FLUCTUATIONS AND INTERMITTENT DROP OF 1 1/2 PSI ON LEFT HYDRO. CONTINUED EAST OVER

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[] 3383 (IN51746)

~~SECRET~~

PAGE-2

[] AT 3.1 MACH AND 74,000 FT MADE 55 DEGREE TURN AND PASSED 10 MILES SOUTH OF BASE AT 3.22 MACH AND 78,000 FT. DURING DECELERATION AT 1.9 MACH PILOT NOTED RIGHT ENGINE ROUGHNESS BETWEEN 6900 RPM AND 6800 RPM. ROUGHNESS CONTINUED DOWN TO 1.4 MACH. ON LANDING THE LEFT TACH WENT TO ZERO.

[] COMMENTS:

1. ENGINE ROUGHNESS NOT DEFINED, STILL UNDER INVESTIGATION.
2. LEFT TACH FAILURE CAUSED BY HARNESS PROBLEM.

END OF MESSAGE

~~SECRET~~



FORM 100 USE PREVIOUS EDITIONS

AFSC 1-65

CLASSIFIED MESSAGE

DATE

0054Z 05 AUG 65

~~SECRET~~

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PRIORITY

TOR: 0211Z 5 AUG 65

05A1-20

IN 51444

TO PRIORITY

INFO

CITE

3357

OX CART OPS FLTEST

1. ARTICLE 122 MADE FLT 121 ON 4 AUG 65. PILOT

TAKE OFF AT 1034 HOURS FOR 1 HOUR AND 9 MINUTES. GROSS WEIGHT 120,000 LBS, C. G. 19.9 PERCENT, TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4370 FT, TEMP 84 DEGREES, WIND 020/5, MAXIMUM SPEED 3.25 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLT 40 MINUTES, TIME OVER 2.6 MACH THIS FLT 35 MINUTES, TIME OVER 2.8 MACH THIS FLT 32 MINUTES, TIME OVER 3.0 MACH THIS FLT 24 MINUTES, TIME OVER 3.2 MACH THIS FLT 16 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES. PURPOSE:

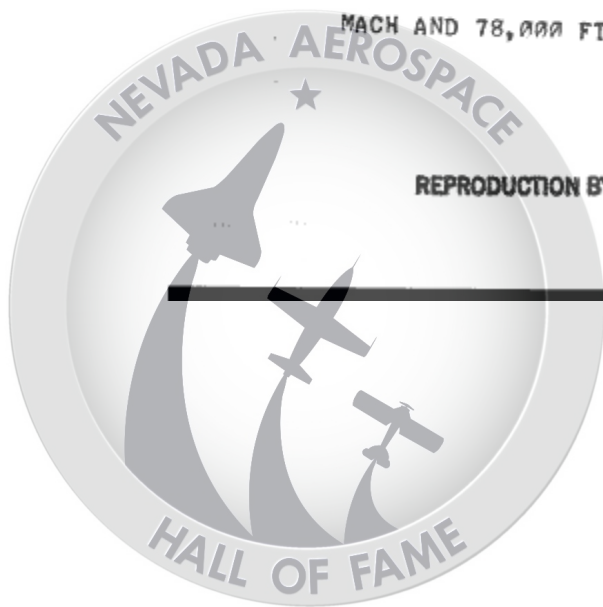
FLIGHT TEST OF AND

2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL.

MADE ONE NORTH TO SOUTH PASS 10 MILES EAST OF THE AT 3.14 MACH AND 78,000 FT. WAS UNABLE TO MAKE RADIO CONTACT WITH OR GROUND CONTROL ON THIS RUN. MADE A SECOND PASS FROM SOUTHEAST TO NORTHWEST, COMING OVER THE AT 3.14 MACH AND 78,000 FT. RADIO CONTACT WITH AND GROUND CON-

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[]

3357 (IN 51444)

~~SECRET~~

PAGE TWO

TROL WAS SATISFACTORY ON THIS PASS. DESCENT, LANDING AND CHUTE
DEPLOYMENT WERE NORMAL. INFORMATION CONCERNING ELECTRONIC SYSTEMS
OPERATION WILL BE REPORTED BY [] CABLE.

END OF MESSAGE

~~SECRET~~



DATE 0056Z 03 AUG 65

~~SECRET~~

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PRIORITY

TOR: 0100Z 03 AUG 65

OSA 1-20

IN 50920

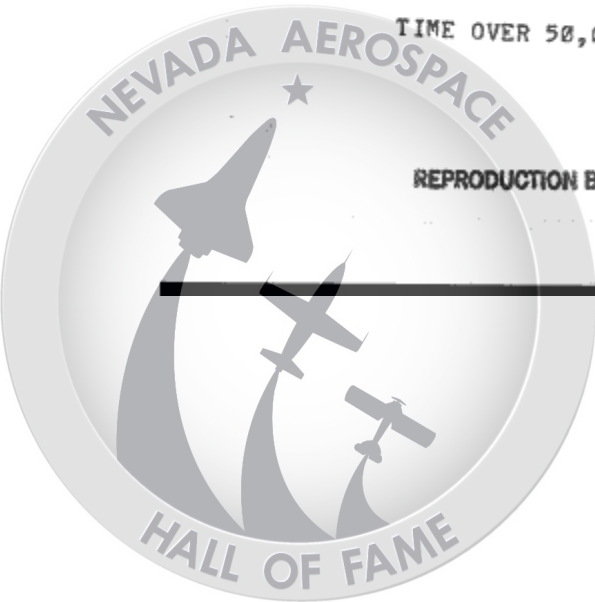
TO PRIORITY INFO 3284

OXCART FLTEST

1. ARTICLE: 122. FLI: 120. 2 AUG.
2. PILOT:
3. T.O. TIME: 1100 HRS FOR 59 MIN.
4. GROSS WEIGHT: 119,100 LBS.
5. C.G.: 19.7 PERCENT.
6. TEMP: 80. WIND: CALM.
7. T.O. DISTANCE: 8000 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 2.7 MN.
10. MAX ALT: 69,000 FT.
11. TIME OVER 2.0 MN: 20.
 TIME OVER 2.6 MN: 10.
 TIME OVER 2.8 MN: NONE.
 TIME OVER 3.0 MN: NONE.
 TIME OVER 3.2 MN: NONE.
 TIME OVER 50,000 FT: 20 MIN.

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 3



~~SECRET~~

[] 3284 (IN 50920)

PAGE TWO

12. PURPOSE:

AFTER TAKE OFF CLIMB MADE IN MAX AB. AT 1.0 MACH WENT TO 50 PERCENT AFT BYPASS. AT 2.1 THE INLET UNSTARTED ON THE LEFTSIDE. PILOT OPENED FWD DOORS, CLOSED THEN INLET UNSTARTED AGAIN. PILOT THEN TRIED SEVERAL OTHER DOOR SCHEDULES BUT COULD NOT KEEP INLET GOING ABOVE 2.7 MACH SO WENT AROUND COURSE AS BEST HE COULD WITH UNSTARTS OCCURING ON RIGHT SIDE DOWN TO AS LOW AS 1.75 MACH. SYSTEMS WERE EXERCISED INBOUND TO BASE. DURING DESCENT AT 6800 RPM THE LEFT ARTICLE CAME OUT OF BURNER FOR DESCENT. AN UNUSUAL PITCH OSCILLATION WAS NOTED BY PILOT WHICH PERSISTED FOR 20 SECOND, THEN DISAPPEARED. LANDING NORMAL, CHUTE NORMAL.

[] COMMENT: THE UNSTARTS OCCURED FOR REASONS NOT KNOWN AT THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL AFT FOLLOWING EACH RESTART.

END OF MESSAGE

~~SECRET~~



CLASSIFIED MESSAGE

~~SECRET~~

DATE 0240Z 27 JUL 65

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PRIORITY

TOR: 0359Z 27 JUL 65

IN 99647

05A1-70

TO PRIORITY INFO CITE 3151
 OXCART FLTEST OPS

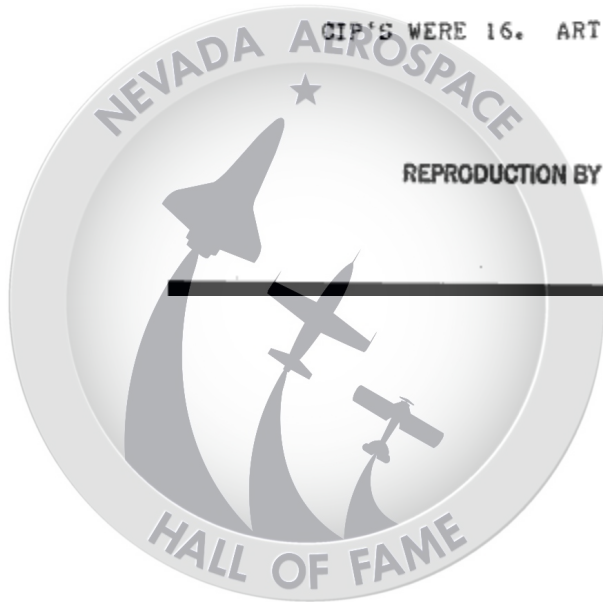
1. ARTICLE 122 MADE FLT 119 ON 26 JULY. PILOT TAKE OFF 1558 FOR :58 MIN. GROSS WEIGHT 120,200 LBS, C.G. 19.5 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 195 KTS, TEMP 88 DEGREES, WIND 190/06 KTS. MAX SPEED 3.1 MACH, MAX ALT 75,000 FT. PURPOSE: SYSTEMS A, B, C, D, TEST.

2. LEFT STARTER CUT OUT AT 2800 RPM, OTHERWISE START NORMAL. LEFT BRAKE WAS GRABBING DURING TAXI. C.G. APPRAISED TO BE FAR AFT DURING TAKE OFF. PILOT WAS REQUIRED TO MAKE IMMEDIATE PITCH TRIM CORRECTION AFTER LIFT OFF. LEVELED OFF AT 31,000 FT TO GO UNDER TUNNEL. CLIMBED IN MAX AB AT 400 KEAS. AT 1.2 MACH ENGAGED AUTO NAV WHICH CORRECTED HIM ONTO TRACK. PILOT FLEW ARTICLE MANUALLY IN PITCH. AT 1.7 MACH PILOT WENT 50 PERCENT OPEN ON AFT BYPASS. AT 2.0 MACH WENT AUTO ON FORWARD BYPASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASSIONALLY DROPPED. DISPARITY BECAME 1 1/2 LBS DURING LEFT TURN. AT 3.1 MACH 400 KEAS CIP'S WERE 16. ARTICLE RAN OUT OF THRUST DURING TURN AT 2.85.

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[] 3151 (IN 99647)

~~SECRET~~

PAGE TWO

ACCELERATING AGAIN WHEN LEVEL SOUTH BOUND OUT OF TURN. AT 3.14
MACH NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE
WARNING WENT THEN ON AGAIN. VERIFIED AS A FIRE. WENT OUT AS POWER
WAS REDUCED TO IDLE. DURING TURN IN AUTO NAV ROLL IN WAS AT AN
EXCESSIVE RATE SO PILOT TOOK OVER AND HELD TO 30 DEGREES BANK.
PILOT HAD A TENDENCY TO OVER CORRECT ON NEEDLE DUE TO WIDE
NEEDLE DEFLECTIONS FOR SMALL ANGLE DEVIATIONS. TURNED ON
SYSTEMS A AND B AT [] GREEN LIGHT ON B 5 MINUTES AFTER
SYSTEM WAS TURNED ON. PILOT NOTED MUCH NOISE IN HEADSET, ALSO
NOTED THAT NOISES WERE REDUCED WHEN UHF WAS TURNED DOWN,
ALSO WHEN VOR RESET. ON RIGHT SIDE DF SYSTEMS 7 AND 8 CAME
ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~



DATE 0229Z 23 JULY 65

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PRIORITY

TOR: 0401Z 23 JULY 65

OSA 1180

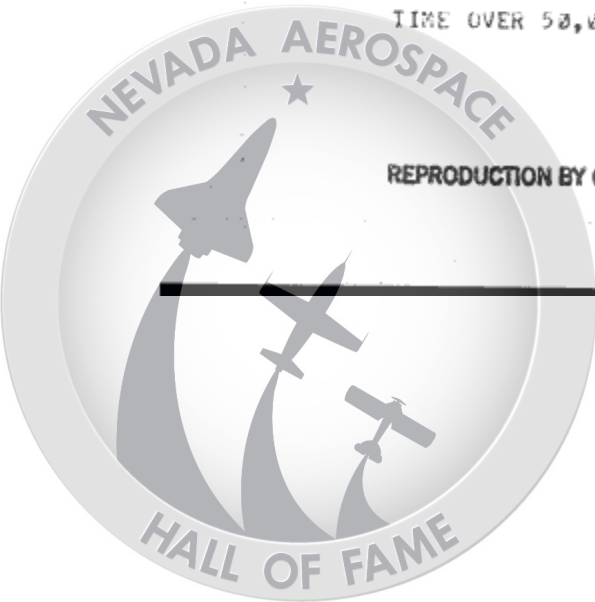
IN 99135

TO PRIORITY [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
 OXCART [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
 TO [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

1. ARTICLE 122, FLT 118, 22 JULY 1965.
2. PILOT: [REDACTED]
3. T. O. TIME: 1331 HRS FOR 54 MIN.
4. GROSS WT: 120,100 LBS.
5. C. G.: 20.2 PERCENT.
6. TEMP: 87 DEGREES. WIND: CALM.
7. T. O. DISTANCE: 8800 FT.
8. T. O. SPEED: 210 KNOTS.
9. FAX NN: 3.23 MN.
10. MAX ALT: 84,000 FT.
11. TIME OVER 2.0MN: :45.
 TIME OVER 2.6MN: :36.
 TIME OVER 2.8MN: NA.
 TIME OVER 3.0MN: :27.
 TIME OVER 3.2MN: NA.
 TIME OVER 50,000 FT: :49.

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PAGE 2

[] 3106

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IN 99135

12. PURPOSE: SYTEMS TEST.

13. SUMMARY: TAKEOFF AND CLIMB MADE WITH NORMAL SCHEDULE. ACCEL
TRANSONIC WAS MADE IN SLIGHT DIVE TO PICK UP 400 KEAS CLIMB. WENT
AUTO NAV IN ROLL AND FLEW PITCH MANUALLY NORTH AND AROUND TURN.
AT 1.7MN, WENT AFT BYPASS TO 50 PERCENT. AT 2.0MN, WENT FWD DOORS
AUTO. CIP'S MATCHED DURING ACCEL, BUT A DISPARITY OCCURED IN
CIP'S AT HIGHER MACH. ROUGHNESS NOTED DURING ACCEL AND CRUISE.
L HYDRO FLUCTUATION (500PSI) WITH CIP DISPARITY, SO PILOT LEFT AFT
BYPASS AT A POSITION FOR CRUISE. CONTACTED [] AT []
AUTO NAV HELD ARTICLE WELL. AT 84,000FT, NOTED SYSTEMS D AND F
LIGHTS ON RIGHT SIDE. DID NOT SEE SYSTEM A LIGHTS ON. PASSED OVER
HOME PLATE AND BANKED AROUND SOUTHEAST BY [] FOR ANOTHER PASS
OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE
UNSTARTED DURING 2.9MN DESCENT. OPENED FWD BYPASS BUT NO CURE,
SO MOVED SPIKE FWD WHICH CLEARED UP UNSTART. DESCENDED THROUGH
WEATHER, TRANSFERRED FUEL FWD, LANDED, CHUTE NORMAL.

END OF MESSAGE

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DATE 0336Z 21 JUL 65

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TOR 0528Z 21 JUL 65

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PRIORITY

IN 98687

OSAT-20

TO PRIORITY INFO CITE 3037

OXCAR

1. ARTICLE 122, FLT 117, 20 JULY 1965. PILOT:
 T.O. AT 1100HRS FOR 1HR AND 04MIN. GROSS WT: 114,500LBS,C.G.
 21.3PERCENT,T.O. DISTANCE: 6900FT, T.O. SPEED: 190KNOTS, TEMP:
 79DEG, MAX SPEED: 3.25, MAX ALT: 83,000FT. TIME OVER 2.0MN THIS
 FLT - 35MIN, 2.6MN - 25MIN, 2.8MN - 20MIN, 3.0MN - 15 MIN, 3.2MN -
 10MIN. TIME OVER R 50,000FT - 35MIN. PURPOSE: TEST

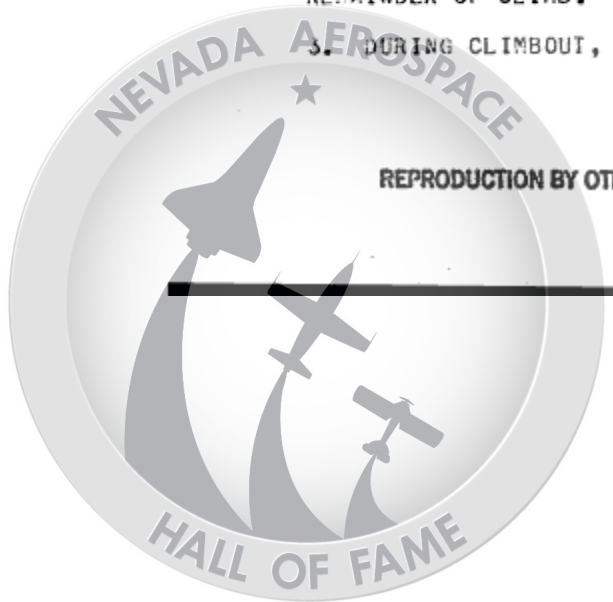
2. TURNED OFF PRIOR TO TAKEOFF DUE SYSTEM SHORT CIRCUIT WHICH
 WAS TAKING OUT THE A AND M SAS SYSTEMS. ENGINES TRIMMED TO
 78(L) AND 78(R) BEFORE TAKEOFF. NO FURTHER TRIM REQUIRED DURING
 THE FLT. TAKEOFF AND INITIAL CLIMB NORMAL. WENT TO 50PERCENT AFT
 BYPASS AT 1.7MN, ATTEMPTED TO GO TO AUTO AT 2.0MN. AT 2.3MN. NOTED
 THAT LEFT CIP LAGGING BY ABOUT 1.5PSI DUE TO LEFT FWD DOORS STUCK
 OPEN. WENT TO AFT DOORS FULLY CLOSED ON LEFT, AUTO ON RIGHT FOR
 REMAINDER OF CLIMB.

3. DURING CLIMBOUT, DRIVER ENGAGED AUTO NAV, CAUSING ARTICLE TO ROLL ✓

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3037

IN 98687

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PAGE TWO

45-50 DEGREES IMMEDIATELY. ROLL AND PITCH TRIM SEEMED TO BE INEFFECTIVE IN CORRECTING, DRIVER HAD TO RESORT TO MANUAL STICK CORRECTION. MACH HOLD WAS ENGAGED, ARTICLE STARTED DIVERGENT OSCILLATIONS, MACH HOLD DISENGAGED. ON SOUTHBOUND LEG, DRIVER NOTED INS NEEDLE SWINGING BACK AND FORTH 35-40 DEGREES WHILE ARTICLE FLYING STRAIGHT AND LEVEL. DTG ALSO READING INCORRECT AT THIS POINT, SO DRIVER FLEW BY EYE (WITH ASSIST FROM EG&G VECTORING) OVER SITE.

4. DRIVER NOTED SOME LATERAL OSCILLATION IN COCKPIT BETWEEN 2.8 AND 2.85MN. L HYDRO FLUCTUATED ABOUT 200-300 PSI. ON LANDING, L BRAKE LOCKED, CAUSING L CENTER TIRE TO BLOW. DRIVER CONTINUED DECELERATION WITH R BRAKE. CHUTE DEPLOYMENT NORMAL, JETTISON SLOW.

END OF MSG



CLASSIFIED MESSAGE

MFG. 1-65

DATE 2324Z 16 JUL 65

~~SECRET~~

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PRIORITY

IN: 97909

OSA 1-20

TO PRIORITY [] INFO [] CITE [] 2948

OXCARD []

1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT [] T.O. TIME: 1614, DURATION 1 HR AND 1 MIN. GROSS WEIGHT: 109,800 LBS, C.G. 20.5 PERCENT, T.O. DISTANCE: 6700 FT, T.O. SPEED: 195 KNOTS, TEMP: 85 DEG, WIND: 360 DEG/5. MAX MN: 3.24, MAX ALT: 78,000. TIME OVER 2.0 MN - 40 MIN; 2.5 MN - 36 MIN; 2.8 MN - 34 MIN; 3.0 MN - 30 MIN; 3.2 MN - 20 MIN. PURPOSE: INLET FCF AND ENGINE NO TRIM TEST.

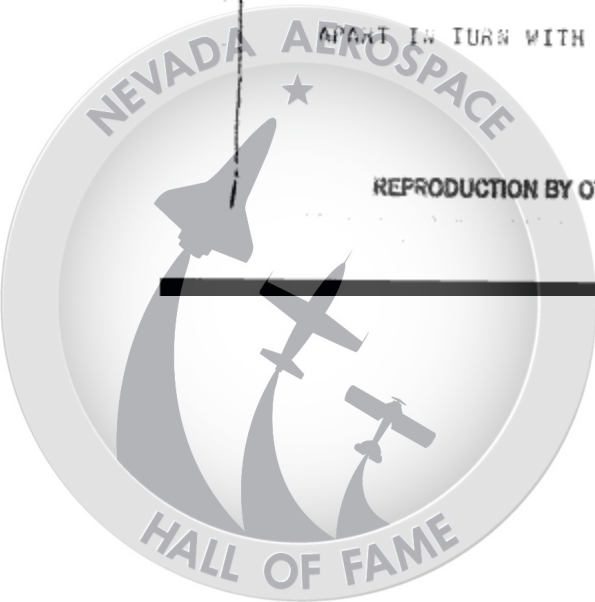
2. ENGINES WERE TRIMMED TO 805 AND 800 DEG ON END OF RUNWAY. DURING CLIMB OUT OVER [] LEFT WENT TO 838 DEG AND RIGHT TO 780 DEG. DURING CLIMB IN AB, LEFT WENT TO 858 DEG AND THE AUTO DERICHER ACTIVATED AND LOWERED IT 100 DEG. PILOT RECYCLED AND TRIMMED TO 780 DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0 MN. ARTICLE REACHED 3.2 MN IN TURN AND CRUISED 15 TO 20 MIN. CIP'S WERE 3 1/2 PSI APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI

~~SECRET~~

[]

2

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2948 (IN: 97989)

PAGE --2--

STRAIGHT AND LEVEL. DECEL TO 2.5 MN WAS SATISFACTORY. LEFT ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0 MN ENGINE WAS AGAIN IDLED AND AD'S OCCURRED WHICH NO POSITION OF SPIKES OR DOORS WOULD CLEAR AND THIS LED TO FLAMEOUT. RESTART IN ROUGHNESS WAS UNSUCCESSFUL. RESTART AT 1.0 MN AND SMOOTH WAS UNSUCCESSFUL. RESTART ACCOMPLISHED FINALLY AT 85MN, 20,000 FT, CIP 10 PSI. LANDING AND CHUTE SATISFACTORY TO PROCEED WITH TESTING AND 122 IS TENTATIVELY SCHEDULED TO MAKE AN TEST FLIGHT ON TUESDAY, 20 JULY.

END OF MESSAGE

~~SECRET~~



CLASSIFIED MESSAGE

DATE 0238Z 15 JUL 65

~~SECRET~~

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PRIORITY

IN 97713

TOR 0302Z 15 JUL 65

USA1-20

TO PRIORITY INFO CITE 2923

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLT 115 ON 14 JULY 1965, PILOT TAKEOFF AT 16:21 FOR 1 HR 7 MIN. TAKE OFF SPEED 195 KTS, TAKE OFF DISTANCE 7400 FT, TEMPERATURE 90 DEGREES. GROSS WEIGHT 109,900 LBS, C.G. 20.4 PERCENT. MAX MACH 3.25, MAX ALT 63,000 FT. TIME OVER M2.0 :45 MIN, 2.6 :20 MIN, 2.8 :15 MIN, 3.0 :10 MIN, 3.2 :05 MIN. PURPOSE OF FLIGHT WAS INLET FCF AND NO TRIM ENGINE PERFORMANCE.

2. THE INS QUIT BEFORE ENGINE START DUE TO AN OVERTEMP. THIS IS BEING CHECKED OUT NOW.

3. THE UHF WAS GARBLED ON THE GROUND, IN THE AIR, AND ON INTER-COM.

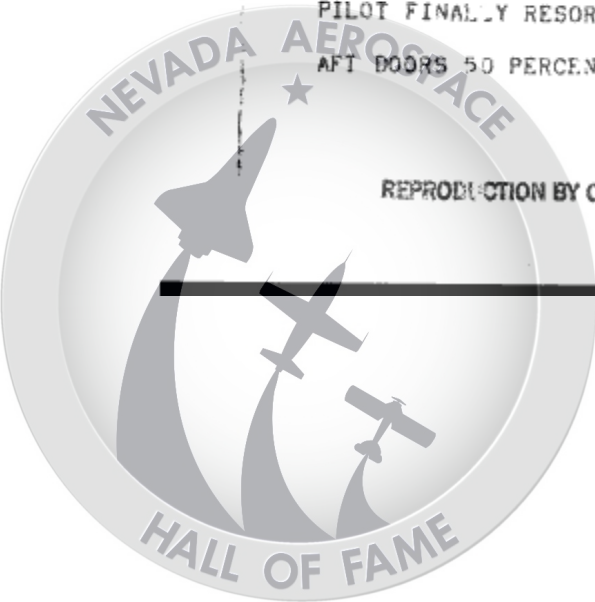
4. THE ENGINES WERE NOT TRIMMED BEFORE TAKE OFF AND THE EGT'S WERE: RIGHT 605 DEGREES, LEFT 750 DEGREES.

5. AFTER TAKE OFF ACCELERATION WAS POOR TRANSONICALLY AND WHEN M2.48 WAS REACHED THE FIRST OF A SERIES OF 15 TO 20 AD'S OCCURRED. PILOT FINALLY RESORTED TO CLOSING FORWARD BYPASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE ON OUT TO M3.2. ARTICLE

~~SECRET~~

3

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IN 97713



2923

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PAGE 2

WAS ROUGH THROUGH M3.2 CRUISE. WHEN REDUCING TO MILITARY POWER A BRIEF OVERTEMP OCCURRED WHICH THE PILOT SAVED BY QUICK DOWNTRIM.

6. ENGINE SHUT DOWNS AND RESTARTS WERE MADE SATISFACTORILY AT M1.7 AND 1.4.

7. LANDING AND CHUTE WERE SATISFACTORY.

8. AUTOPILOT AND MACH HOLD WERE NOT USED.

END OF MESSAGE

~~SECRET~~



EDITION

CLASSIFIED MESSAGE

DATE 2000Z 02 JUL 65

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PRIORITY

FOR: 2017Z 02 JUL 65

IN 95896

OSA1-20

TO PRIORITY INFO CITE 2736

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLI 114 2 JULY, PILOT TAKE OFF AT 0919 FOR 55 MINUTES. GROSS WT 109,900 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 6,900 FEET, TAKE OFF SPEED 190 KNOTS, PRESSURE ALT UNKNOWN, TEMP 66 DEGREES, WIND 330 DEGREES 4 KNOTS, MAX SPEED 2.67, MAX ALI 67,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MIN, TIME OVER 2.6 MACH 2 MINUTES. PURPOSE: MFC AND AIR INLET CONTROL TEST.

2. SUMMARY: TAKE OFF NORMAL, CLIMB NORMAL TO 37,000 FEET WHERE CABIN AND Q BAY PRESSURIZATION WAS LOST, THEN CAME BACK TO 30,000 FEET FOR REMAINDER OF FLIGHT. ACCELERATED TO 2.5 MACH AT COULD NOT ACCELERATE TO MORE THAN 2.67 MACH. TRIED ALTERNATE SCHEDULE WITH NO MORE ACCELERATION NOTED. POPPED SHOCK SEVERAL TIMES DECELERATED DOWN TO 2.2 MACH, THEN COULD NOT ACCELERATE ABOVE 2.2 MACH. DESCENT NORMAL, LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

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2206Z 1 JULY 65

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TO : DIRECTOR

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PRIORITY

FOR 2230Z 1 JULY 65

[Redacted]

IN 95677

TO PRIORITY [Redacted]

INFO [Redacted]

NOTE [Redacted]

2783

OXCART [Redacted] FLTEST OPS

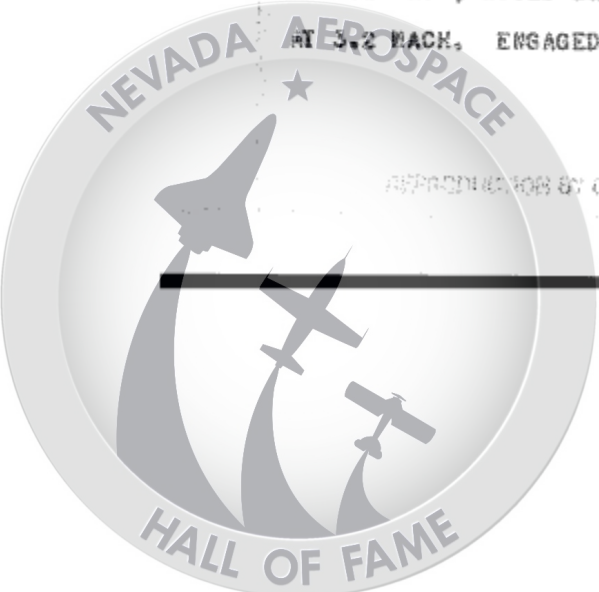
1. ARTICLE 122 MADE FLT 113 1 JULY 65, PILOT [Redacted]
 TAKE OFF AT 0801 FOR 1 HOUR AND 1 MIN. GROSS WT 110,300 LBS,
 C. G. 19.4 PERCENT, TAKE OFF DISTANCE 72,000 FEET, TAKE OFF SPEED
 215 KNOTS, TEMP 69 DEGREES, WIND CALM, MAX SPEED 3.21 MACH, MAX
 ALT 81,000 FT, TIME OVER 2.0 MACH THIS FLT 35 MIN, TIME OVER
 2.6 MACH 22 MIN, TIME OVER 3.0 MACH 15 MIN, TIME OVER 50,000 FT
 35 MIN. PURPOSE: DERICHMENT ON ENGINE.

2. TAKE OFF AND CLIMB ACCORDING TO SCHEDULE TO 2.7 MACH WHERE
 LEFT SIDE UNSTARTED. OPENED FORWARD DOORS WHICH DID NOT RECOVER,
 THEN BOTH SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET
 ROUGHNESS. THERE WAS NO ACCELERATION NOTED WITH THIS CONFIGURATION,
 SO THEN WENT SPIKES AND DOORS ON AUTO. RIGHT CIP WAS 1 1/2 PSI
 LOWER THAN LEFT. CLOSED FORWARD RIGHT DOOR AND OPENED AFT, WHICH
 BALANCED CIP'S. AT 3.05 MACH THE LEFT TACH WENT TO ZERO. CRUISED
 AT 3.2 MACH, NOTED EGT GAGES JIGGLING AND SAME FREQUENCY IN HEADSET
 AT 3.2 MACH. ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER

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[] 2703 (IN 95677)

PAGE -2-

CHARGES. DECELERATION, OPENED FORWARD CLOSED AFT BYPASS. LEFT SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVERTEMP. HIT DERICHMENT WHICH BROUGHT EGT DOWN. INLET RECOVERED. WOULD RUN ONLY WITH LEFT SPIKE FULL FORWARD. DISENGAGED DERICHMENT. AT 2.5 MACH WENT TO SPIKES AUTO. RIGHT SIDE UNSTARTED DOWN TO 1.6 MACH. DESCENT TO 31,000 FEET FOR ACCELERATION OUT TO SIMULATE REFUELING. ACCELERATION DID NOT OVERTEMP ENGINE, BUT [] COMPLAINED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION WAS TO BE TERMINATED BEFORE CIT REACHED 40 DEGREES. LANDING NORMAL, CHUTE SLOW TO JETTISON.

3. PILOT COMMENTS:

A. FUEL QIANTITY READ 35,000 LBS ON GROUND. AFTER CIRCUIT CHECKING WENT TO 55,000 LBS.

B. RADIO WEAK, GARBLED AND SCRATCHY.

END OF MSG

~~SECRET~~



CLASSIFIED MESSAGE

DATE 2231Z 22 OCT 65

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PRIORITY

TOR 2309Z 22 OCT 65

2-1-30

IN 6697)

TO PRIORITY

INFO

CITE 4939

OXCARD FLTEST

1. ARTICLE 122, FLT 138, DATE 22 OCT 1965
2. PILOT:
3. T.O. TIME: 1016 HOURS FOR 1 HOUR AND 13 MIN.
4. GROSS WEIGHT: 114,000 LBS.
5. TEMP: 49 DEGREES WIND: CALM
6. C.G.: 22.5 PERCENT.
7. T.O. DISTANCE: 5900 FEET
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.07 MN.
10. MAX ALI: 76,000 FEET
11. TIME OVER 2.0 MN: 40 MIN

TIME OVER 2.6 MN: 20 MIN

TIME OVER 2.8 MN: 15 MIN

TIME OVER 3.0 MN: 5 MIN

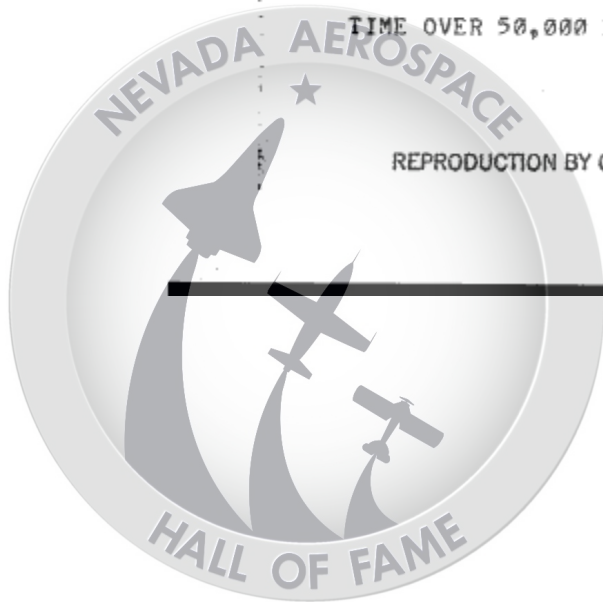
TIME OVER 3.2 MN: N/A MIN

TIME OVER 50,000 FEET: 40 MIN

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~~SECRET~~

4939 IN 66971

PAGE TWO

12. PURPOSE: SINGLE ENGINE PERFORMANCE.

13. SUMMARY: BEFORE TAKEOFF, REQUIRED TO TRIM BOTH ENGINES DOWN RADICALLY. FELT THEY WOULD HAVE REACHED 900 DEGREES. AFTER REACHING 3.05MN, STABILIZED FLT, RIGHT ENGINE WAS SHUT DOWN WITH SPIKE AUTO FWD AND AFT DOORS OPEN. HOLDING 400 KEAS, HE STARTED DESCENDING AT MAX AB ON THE LEFT ENGINE. DUE TO UNSTARTS ON THE RIGHT SIDE WITH ENGINE OFF HE WAS GETTING LARGE YAW OSCILLATIONS. IN ORDER TO STOP THIS HE PUT AFT DOORS TO POSITION B. ACFT CONTINUED DOWN FINALLY STABILIZING AT 22,000 FEET, 400 KEAS, .91MN, MAX A3. ACFT THEN WAS ALLOWED TO CLIMB AT REDUCING MACH AND KEAS AND REACHED 32,000 FEET, 300 KEAS AND APPROX .95MN. HE THEN HELD ACFT AT 30,000 FEET, .8 MN AND .95MN FOR CRUISE DATA. ACFT HAD UHF FAILURE. MADE NORMAL LANDING.

END OF MESSAGE

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DATE: 1725Z 21 OCT 65

CLASSIFIED MESSAGE

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PRIORITY

IN 66603

TOR 1758Z 21 OCT 65

A 1-20

TO PRIORITY

INFO

CITE 4886

OXCART FLTEST

1. ARTICLE 122, FLT 157, DATE 20 OCT 1965.
2. PILOT:
3. T.O. TIME: 1525 HRS FOR 1 HRS AND 21 MIN.
4. GROSS WEIGHT: 113,700 LBS.
5. TEMP: 70 DEGREES WIND: 050/14
6. C.G.: 22.4 PERCENT.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.08 MN.
10. MAX ALT: 77,000 FEET.
11. TIME OVER 2.0MN: 23 MIN.
 TIME OVER 2.6MN: 16 MIN.
 TIME OVER 2.8MN: 10 MIN.
 TIME OVER 3.0MN: 5 MIN.
 TIME OVER 3.2MN: N/A MIN.

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2



TIME OVER 50,000FT: 23 MIN.

12. PURPOSE: SINGLE ENGINE PERFORMANCE, AIR STARTS.

13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLLTRIM USED. BREAKOUT FORCE HIGHER RIGHT LATERAL THAN LEFT. AT 2.0MN, WENT TO AUTO ON FWD DOORS AND NOTICED A ONE HALF TO THREE FOURTHS POUND DISPARITY IN CIP. TRIMMED BOTH ENGINES FREQUENTLY. AT 2.99MN, NOTED THAT AFT BYPASS WAS STILL AT B POSITION, SO CLOSED AFT. STABILIZED AT 375 KEAS, 3.05MN FOR SPEED POWER POINT. CLIMBED TO 350 KEAS, 3.05MN. TRIMMED FIVE DEGREES RIGHT AND CUT OFF RIGHT ENGINE. RODE 350 KEAS ON WAY DOWN. READ OUT RPMS. AT 2.63MN, UNSTARTED AND HIT RE-START SWITCHES. ROUGH RIDE DOWN TO 1.5MN. AT 1.4MN, OPENED DOORS, SMOOTH AT 38,000 FEET. WITH 13,000 POUNDS FUEL AND 300 MILES OUT OBTAINED SINGLE ENGINE DATA. FLEW 300 KEAS, 32,000 FEET, SLOWED DOWN TO 260 KEAS, MADE AN AIRSTART, THROTTLE WAS TWO THIRDS OF WAY BETWEEN IDLE AND MIL. QGT CAME UP SLOWLY, SO NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

END OF MESSAGE

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CLASSIFIED MESSAGE

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DATE 1824Z 20 OCT 65

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PRIORITY DSH

IN 66365

TOR: 1848Z 20 OCT 65

OCA 1-70

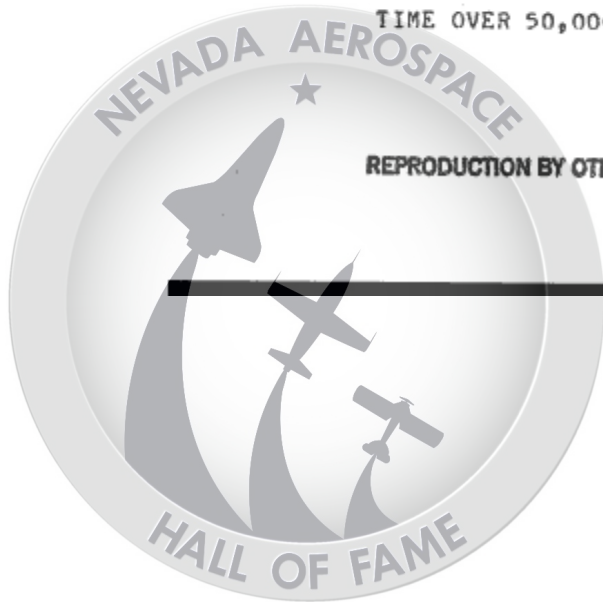
TO PRIORITY INFO CITE 4855
 OXCART FLTEST

- ARTICLE 122, FLT 136, DATE 19 OCT 1965.
- PILOT:
- T.O. TIME: 1516 FOR 1 HR AND 02 MIN.
- GROSS WEIGHT: 114,000 LBS.
- TEMP: 71 DEGREES WIND: CALM.
- C.G.: 22.7 PERCENT.
- T.O. DISTANCE: 6100 FT.
- T.O. SPEED: 195 KNOTS.
- MAX MN: 3.23 MN.
- MAX ALT: 82,000 FT.
- TIME OVER 2.0 MN: 40 MIN.
 TIME OVER 2.6 MN: 30 MIN.
 TIME OVER 2.8 MN: 20 MIN.
 TIME OVER 3.0 MN: 10 MIN.
 TIME OVER 3.2 MN: 3 MIN.
 TIME OVER 50,000 FT: 40 MIN.

~~SECRET~~

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2



~~SECRET~~

4855 (IN 66365)

PAGE 2

12. PURPOSE: MAIN FUEL CONTROL PERFORMANCE.
13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.0MN, WENT TO AUTO DOORS. ARTICLE STARTED TO YAW LEFT AND REQUIRED THREE DEGREE RIGHT RUDDER TO TRIM. LEFT CIP LOWER THAN RIGHT. DURING ACCEL FROM 2.2 MN TO 3.2 MN AT 350 KEAS, BOTH EGT'S WENT TO 845 DEGREES AND REQUIRED DOWN TRIM. THEN AT 400 KEAS BOTH WENT DOWN TO 745 DEGREES REQUIRING UP TRIM. DURING SECOND ACCEL WITH AFT DOORS IN B POSITION AND FWD MANUALLY CLOSED, THE CIP'S WERE MATCHED. MACH HOLD WAS JERKY, BRAKES GRABBY, INS WAS GOOD, Q BAY WAS 80 DEGREES F. PERFORMANCE SEEMED VERY GOOD AT MIN AP, 3.2 MN, 82,000 FEET, 318 KEAS. LANDING AND CHUTE NORMAL.

END OF MSG

~~SECRET~~



DATE 1647Z 19 OCT 65

CLASSIFIED MESSAGE

~~SECRET~~

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PRIORITY

TOR: 1832Z 19 OCT 65

IN 66088

A 1-20

TO PRIORITY INFO QTC 4831

OXCART FLTEST

1. ARTICLE 122, FLT 135, DATE 18 OCT 1965.
2. PILOT:
3. T.O. TIME: 1445 HRS FOR 1 HR AND 45 MIN.
4. GROSS WEIGHT: 94,600 LBS.
5. TEMP: 67 DEGREES WIND CALM.
6. C.G.: 23 PERCENT.
7. T.O. DISTANCE: 6500 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 32,000 FT.
11. TIME OVER 2.0MN: NA
 TIME OVER 2.6MN: NA
 TIME OVER 2.8MN: NA
 TIME OVER 3.0MN: NA
 TIME OVER 3.2MN: NA
 TIME OVER 50,000FT: NA

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

2

NEVADA AEROSPACE



HALL OF FAME

12. PURPOSE: SINGLE ENGINE REFUELING.

13. SUMMARY: TAKEOFF AND CLIMB TO 30,000 FEET NORMAL. SHUT RIGHT ENGINE DOWN, HAD TO OPEN RIGHT FWD DOORS DUE TO ROUGHNESS, DESCENDED TO 20,000FT SINGLE ENGINE. CLIMBED BACK TO 30,000FT. PICKED UP 26,000 POUNDS OF FUEL FROM TANKER. POWER LEVER WAS MIN AB AT START OF REFUELING. FULL AB AT END AR. HAD TO TOBAGGON DURING THIS REFUELING. DESCENDED TO 15,000 FT AND 27,000 POUNDS OF FUEL. HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF FUEL. ATTEMPTED A RELITE AT 16,000 FEET, 360 KEAS, 1,700 RPM. AFTER ONE MINUTE OBTAINED AN EXPLOSIVE RELITE. OIL PRESSURE WENT TO 50 POUNDS IMMEDIATELY. LEFT ENGINE WAS TRIMMED TO 805 DEGREES PRIOR TO REFUELING. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

14. PILOT COMMENTS: NO PROBLEM WITH SINGLE ENGINE REFUELING. SLIGHTLY MORE ROCKING WITH POWER CHANGES DURING REFUELING. YAW MONITOR LIGHT CAME ON ONCE DURING SINGLE ENGINE OPERATION BUT WENT OUT OK.

END OF MSG

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FORM 128 USE PREVIOUS EDITIONS

INFO. 1-65

RJT 1944Z 14 OCT 65

CLASSIFIED MESSAGE

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PRIORITY

TOR: 2012Z 14 OCT 65

OSA 1-20

IN 65128

TO: PRIORITY INFO CITE 4739

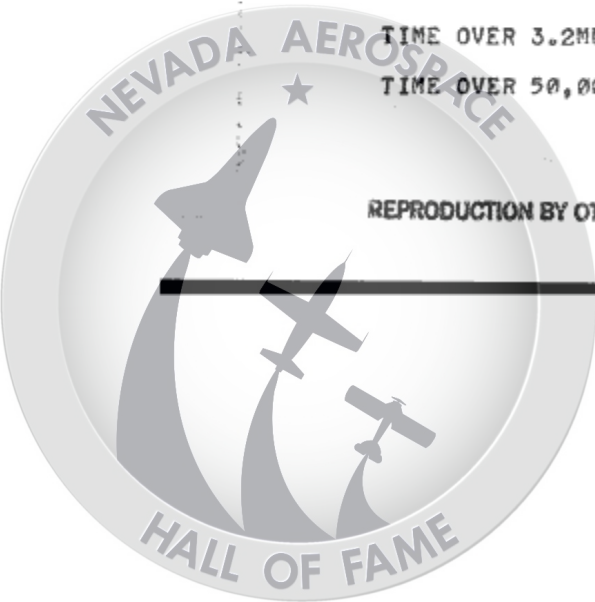
OXCARD FLTEST

1. ARTICLE 122, FLT 134, 13 OCT 1965.
2. PILOT:
3. T.O. TIME 1654 HOURS FOR 55 MINUTES.
4. GROSS WEIGHT: 113,000 POUNDS.
5. C.G: 22.3 PERCENT.
6. TEMP: 79 DEGREES WIND: 180/10
7. T.O. DISTANCE: 6300 FEET.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.2NM.
10. MAX ALT: 81,000 FEET
11. TIME OVER 2.0MN: 14 MIN
 TIME OVER 2.5MN: 09 MIN
 TIME OVER 2.8MN: 07 MIN
 TIME OVER 3.0MN: 05 MIN
 TIME OVER 3.2MN: 02 MIN
 TIME OVER 50,000 FET: 16 MIN

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

2



12. PURPOSE: EXPAND AIRSTART ENVELOPE.

13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3.2MN USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN RIGHT ENGINE AT 3.2MN. CONFIGURATION SPIKES AUTO, FWD DOORS OPEN, AFT DOORS CLOSED. SUCCESSFUL AIRSTARTS AT 350 KEAS, AT 80,000 FEET, 70,000 FEET, 60,000 FEET, 50,000 FEET, 40,000 FEET. ARTICLE THEN SLOWED TO 2.8MN, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART. UNSUCCESSFUL ATTEMPTS MADE AT 0.8MN AND 35,000 FEET, 30,000 FEET, 25,000 FEET. MADE THREE MORE UNSUCCESSFUL ATTEMPTS DOWN TO 10,000 FEET. ONE FINAL ATTEMPT AT 10,000 FEET, 400 KEAS WAS SUCCESSFUL. PILOT LEFT THROTTLE OPEN FOR APPROX ONE MINUTE BEFORE LIGHTING ENGINE. LANDING AND CHUTE NORMAL.

14. COMMENTS: PILOT NOTED ROUGHNESS DURING WINDMILL OPERATION.

END OF MESSAGE



CLASSIFIED MESSAGE

DATE 1836Z 13 OCT 65

~~SECRET~~

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PRIORITY

IN 64893

TOR 1834Z 13 OCT 65

05A1-20

TO PRIORITY INFO CITE 4709

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 133, 12 OCT 65, PILOT TAKE OFF AT 1601 FOR 1 HOUR AND 03 MINUTES. GROSS WT 109,200 LBS, C. G. 22.9 PERCENT, TAKE OFF DISTANCE 5700 FEET, TAKE OFF SPEED 188 KNOTS, TEMP 88 DEGREES, WIND CALM, MAX SPEED 3.2 MACH, MAX ALT 81,000 FEET, TIME OVER 2.0M 17 MIN, TIME OVER 2.6M 12 MIN, TIME OVER 2.8M 10 MIN, TIME OVER 3.0M 8 MIN, TIME OVER 3.2M 5 MIN, TIME OVER 50,000 FEET 17 MINUTES. PURPOSE MAIN FUEL CONTROL TEST.

2. TAKE OFF AND CLIMB NORMAL TO 3.0 MACH. DECEL TO 2.2 MACH. REACCELERATED TO 3.2 MACH AND CRUISED FOR 4 MINUTES. DURING SECOND ACCELERATION NOTED A SLIGHT YAWING WHICH HE FELT WAS LEFT FWD DOOR OSCILLATING. DESCENT NORMAL, LANDING AND CHUTE NORMAL.

OSCILLOGRAPH RECORD INDICATED LEFT SPIKE WAS OSCILLATING DURING ACCELERATION.

END OF MESSAGE

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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CLASSIFIED MESSAGE

REF. 7-11

DATE 0023Z 12 OCT 65

~~SECRET~~

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TOR 0108Z 12 OCT 65

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PRIORITY

IN 64513

2571-20

TO PRIORITY

INFO

CITE 4669

OXCART FLTEST

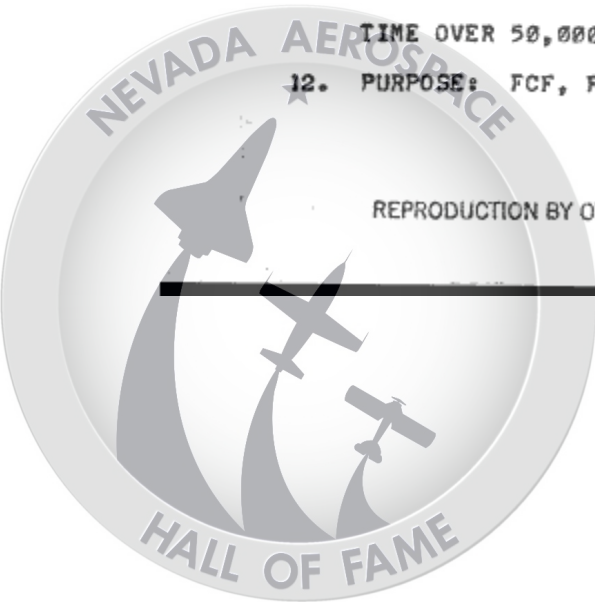
1. ARTICLE 122, FLT 132, 11 OCT 1965.
2. PILOT:
3. T.O. TIME: 1252 HOURS FOR 56 MINUTES.
4. GROSS WEIGHT: 109,000 POUNDS.
5. C.G.: 23 PERCENT.
6. T.O. DISTANCE: 6200 FEET.
7. T.O. SPEED: 195 KNOTS.
8. MAX MN: 3.04MN.
9. MAX ALT: 78,000 FEET.
10. TEMP: 80 DEGREES WIND: CALM
11. TIME OVER 2.0MN: 40 MIN.
 TIME OVER 2.6MN: 30 MIN.
 TIME OVER 2.8MN: 25 MIN.
 TIME OVER 3.0MN: 20 MIN.
 TIME OVER 50,000 FT: 40 MIN.

12. PURPOSE: FCF, FUEL CONTROL TEST

~~SECRET~~

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.



4555 (IN 63343)

~~SECRET~~

PAGE 2

VIBRATION, WINDMILLING ENGINE.

13. SUMMARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE. DURING CLIMB L. RGT WOULD NOT TRIM UP ABOVE 76° DEGREES. CRUISED AT 3.2MN FOR 15 MINUTES. OPENED FWD BYPASS DOORS, RIGHT APT BYPASS DOORS AND SHUT DOWN RIGHT ENGINE AT 3.83MN, 37° KEAS, RIGHT INLET (RE) STARTED IN DESCENT AND RESTARTED AT 3.4MN, ROLL SAS KICKED OFF DURING DESCENT. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS: COMPASS STEERING NEEDLE READ 27° DEGREES DURING TURN WHEN ARTICLE WAS FLYING APPROX 90 DEGREES. CIP'S WERE 17 1/2 AT 3.2MN, 39° KEAS.

END OF MESSAGE



~~SECRET~~

DATE 2204Z 01 OCT 65

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PRIORITY

IN-S2647

TOR: 2237Z 01 OCT 65

TO: PRIORITY 4502

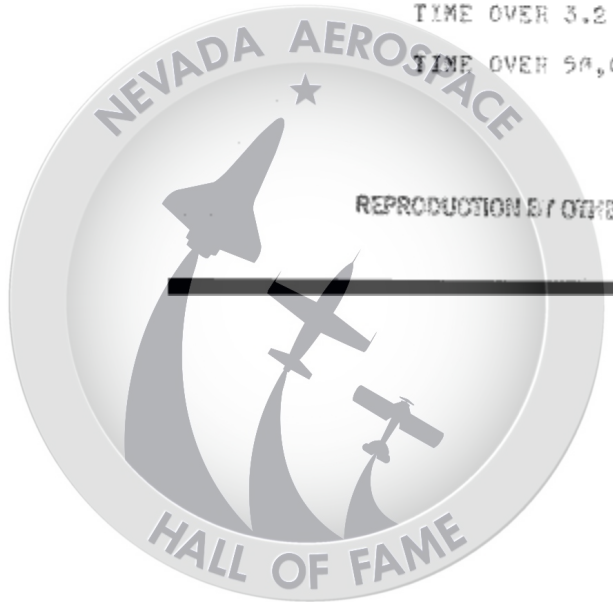
OXCART FLYEST

- ARTICLE 120 FLT 130, 1 OCT 1965.
- PILOT
- T. O. TIME: 1215 HRS FOR 0 HRS AND 56 MIN.
- GROSS WEIGHT: 109,000 LBS
- C.G.: 22.6 PERCENT.
- T.O. DISTANCE: 5800 FT.
- T.O. SPEED: 190 KNOTS.
- TEMP: 72 DEGREES WIND: CALM
- MAX MN: 3.02 MN.
- MAX ALI: 78,000 FT. EGT TRIM: 808 DEG LEFT - 806 DEG RIGHT
- TIME OVER 2.0 MN: 30 MIN.
 TIME OVER 2.6 MN: 25 MIN.
 TIME OVER 2.8 MN: 15 MIN.
 TIME OVER 3.0 MN: 7 MIN.
 TIME OVER 3.2 MN: N/A MIN.
 TIME OVER 50,000 FT: 30 MIN.

~~SECRET~~

2

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.



4542 (IN-02547)

~~SECRET~~

PAGE-2

12. PURPOSE: PCF FOLLOWING LEFT ENGINE CHANGE.

13. SUMMARY: AFTER THROTTLE CHOPS AND BURSTS, A NORMAL AB TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8 MN TO 2.9 MN. HELD 400 KEAS TO 70,000 FEET. ALL ENGINES INSTRUMENTS MATCHED WELL. ON DECEL AT 570 KEAS 1.8MN, THE RIGHT ENGINE (INSTRUMENTED TEST ENGINE) WENT INTO A STALL AND WOULD NOT CLEAR. INLET AND ENGINE WERE IN DEEP STALL AND WERE SHUT DOWN. AT 1.4 MN A RESTART WAS ATTEMPTED, BUT FAILED. EARTH ELECTED THAT HE RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE SATISFACTORY.

14. COMMENTS: P&W PERSONNEL WILL RUN AND CHECKOUT ENGINE TO DETERMINE CAUSE.

END OF MESSAGE

~~SECRET~~



USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

FORM 148

DATE 2236Z 29 SEP 65

~~SECRET~~

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PRIORITY

TOR: 2320Z 29 SEP 65

05A1-20

IN-62121

TO PRIORITY

INFO

CITE

4424

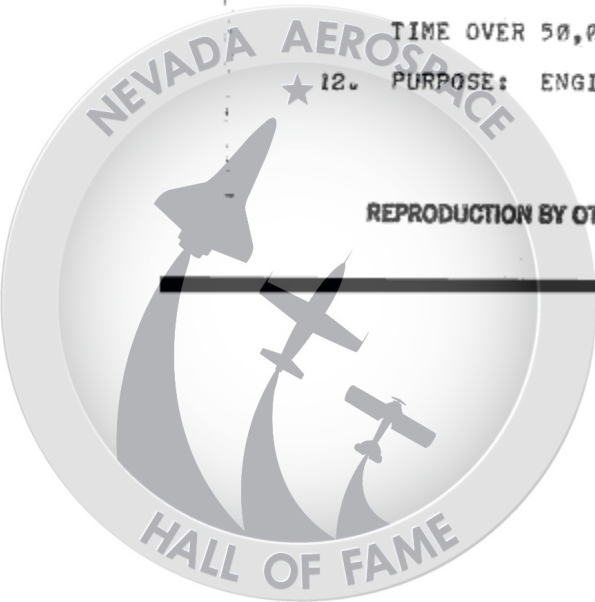
OXCART FLTEST

1. ARTICLE 122, FLT 129, 29 SEPT 1965.
2. PILOT:
3. T.O. TIME 0825 HRS FOR 1 HR AND 04 MIN.
4. C.G.: 19.5 PERCENT.
5. WIND: 300 DEGREES/200 KNOTS TEMP: 45 DEGREES.
6. T.O. DISTANCE: 5800 FT.
7. T.O. SPEED: 200 KNOTS.
8. MAX MN: 3.02 MN.
9. MAX ALT: 80,000 FT.
10. GROSS WEIGHT: 119,700 LBS.
11. TIME OVER 2.0MN: 30 MIN
 TIME OVER 2.6MN: 23 MIN
 TIME OVER 2.8MN: 20 MIN
 TIME OVER 3.0MN: 15 MIN
 TIME OVER 50,000 FT: 30 MIN
12. PURPOSE: ENGINE WINDMILL BREATHER PRESSURES.

~~SECRET~~

2

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13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 845 DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0MN. AT 1.88 MN, 1/2 CPS PITCH OSCILLATIONS NOTED. DISENGAGED AUTO PILOT. AT 3.0MN, ENGAGED MACH HOLD WHICH HELD 2.99 TO 3.01MN. AT 2.0MN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. ARTICLE YAWED LEFT. AT 2.2 MN, CIP'S CAME BACK TOGETHER. AT 2.7MN, RIGHT INLET UNSTARTED, WAS RESTARTED OK. MAX CIP WAS 16 ON BOTH L&R. AT 3.0MN, DURING TURN AT NORTH, L CIP WAS 1/2 POUND LOWER. AT 3.0MN, 80,000 FT, 330-340 KEAS STILL IN MACH HOLD, MACH STARTED BLEEDING OFF WITH KEAS SO PILOT DIVED TO MAINTAIN MACH, WHICH BY THEN WAS DOWN TO 2.95. MACH HOLD DID NOT MAINTAIN MACH DESCENT IN DIVE, WAS BELOW 75,000 FT. PILOT CROSS CHECKED MACH TD1. THEN CLIMBED BACK UP TO 80,000 FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400 KEAS DOWN TO 30,000 FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310 KEAS, EGT DROPPED TO 750 DEG, 6800 RPM, ACCELERATED TO 400 KEAS, AT 30,000 FT, EGT WENT TO 860 DEG AND DERICHED. LANDING NORMAL, CHUTE SLOW TO JETTISON.

14. COMMENTS: PITCH ROLL COUPLING NOTED IN MACH HOLD.
RIGHT AB LOOKED DRY AFTER ENGINE SHUT DOWN.
LEFT ENGINE EGT TOO LOW AT 30,000 FT, 310 KEAS.

END OF MESSAGE

~~SECRET~~



FORM 8-64 USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

FORM 148

TIME 2219Z 28 SEP 65

~~SECRET~~

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PRIORITY

TOR: 2258Z 28 SEP 65

IN-61856

05A1-20

TO PRIORITY

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4399

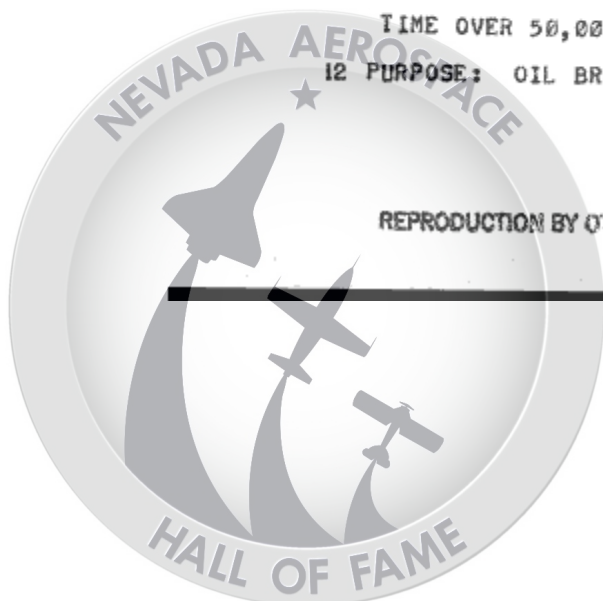
OXCART FLTEST

1. ARTICLE 122, FLT 128, 28 SEPT 1965.
2. PILOT:
3. T.O. TIME 1106HRS FOR 1HR AND 05MIN.
4. GROSS WEIGHT: 109,000LBS.
5. C.G.: 23.1 PERCENT.
6. T.O. DISTANCE: 5100FT.
7. T.O. SPEED: 190KNOTS.
8. MAX MN: 3.04MN.
9. MAX ALT: 80,000FT.
10. TEMP: 58 DEGREES WIND: 270DEGREES/20.
11. TIME OVER 2.0MN: 30MIN.
 TIME OVER 2.6MN: 25 MIN.
 TIME OVER 2.8MN: 20MIN.
 TIME OVER 3.0MN: 15MIN.
 TIME OVER 50,000FT: 30MIN.
- 12 PURPOSE: OIL BREATHER PRESSURES, ENGINE BEARING PRESSURES.

~~SECRET~~

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.



4399 (IN 61856)

~~SECRET~~

PAGE 2

13. SUMMARY: TAKEOFF AND CLIMB WITH NORMAL SCHEDULE. REACHED 3.0MN AT TURN AROUND POINT. L. EGT REQUIRED TRIMMING. TURNING ON MACH HOLD AT 3.0MN, PILOT FELT THREE BUMPS IN PITCH. ACFT CLIMBED AND ROLLED RIGHT, DIVED AND ROLLED LEFT IN MACH HOLD. AFTER 15 MINUTES AT 3.0MN, CAME OUT OF BURNER, DESCENDED. AT 1.7MN, LEFT RPM REDUCED TO 6800, RIGHT TO 5400. LANDING AND CHUTE NORMAL.

14. COMMENTS: AT 3.0MN, 400KEAS, L.CIP WAS 16, R.CIP WAS 15 1/2. Q BAY 65DEGREES.

END OF MESSAGE



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DATE 2206Z 22 SEP 65

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PRIORITY

TOR 2300Z 22 SEP 65

OSA 170

IN 62690

TO PRIORITY

INFO

CITE

4281

OXCART FLTEST

1. ARTICLE 122, FLT 127, 22 SEPT 1965.
2. PILOT:
3. T.O. TIME: 1050 HRS FOR 0 HRS AND 57 MIN.
4. GROSS WEIGHT: 100,700 LBS.
5. C.G.: 22.5 PERCENT.
6. TEMP: 63 DEGREES WIND: CALM.
7. T.O. DISTANCE: 5600 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.0 MN.
10. MAX ALT: 74,000 FT.
11. TIME OVER 2.0MN: 35 MIN.
 TIME OVER 2.6MN: 20 MIN.
 TIME OVER 2.8MN: 10 MIN.
 TIME OVER 3.0MN: 5 MIN.
 TIME OVER 3.2MN: N/A MIN.
 TIME OVER 50,000FT 35 MIN.

~~SECRET~~

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2

NEVADA AEROSPACE



HALL OF FAME

IN 60690 4281

~~SECRET~~

PAGE 2

12. PURPOSE: FCF, LEFT ENGINE OIL CONSUMPTION.
13. SUMMARY: LEFT ENGINE REQUIRED DOWN TRIM DURING CLIMB. CLIMB MADE NORMAL SCHEDULE. AT 2.57MN, MADE TURN EARLY DUE TO LOW FUEL. POOR ACCEL WAS NOTICEABLE IN THIS ARTICLE. CRUISED AT 3.0MN FOR 5 MINUTES, DECELERATED BY OPENING FWD DOORS, CLOSING AFT DOORS. CRUISED AT 0.86MN, 30,000FT FOR 5 MINUTES, Q BAY 65 DEGREES DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~



0804Z 17 SEP 65

~~SECRET~~

TO: DIRECTOR

| ROUTING | INT |
|---------|-----|
| 1 | |
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PRIORITY

109501

TO: 011Z 17 SEP 65

5941-20

PRIORITY

INFO

CLASS

4122

OXCAR (LTS)

- ARTICLE 122, FLT 126, 16 SEPT 1965.
- PILOT:
- T.O. TIME: 1344 HRS FOR 1 HRS AND 08 MIN.
- GROSS WEIGHT: 111,500 LBS.
- C.G.: 22 PERCENT.
- TEMP: 72 DEGREES WIND: 35DEG, 20 KNOTS.
- T.O. DISTANCE: 6500 FT.
- T.O. SPEED: 210 KNOTS.
- MAX MW: 3.03 MW.
- MAX ALT: 70,000 FT.
- TIME OVER 2.0MW: 35 MIN.
- TIME OVER 2.5MW: 30 MIN.
- TIME OVER 3.0MW: 20 MIN.
- TIME OVER 3.5MW: 15 MIN.
- TIME OVER 4.0MW: N/A MIN.

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[Redacted]

SECRET

PAGE TWO

[Redacted]

STARTED REPORT UPON LAUNCH DURING WINDY FIELD CONDITIONS. PILOT'S WATCHED AT 10:30
AT 10:45 AND 10:50. AT 11:00 DRY-AS-DROPPED LIGHT FLUXED BY CAUTION.
DURING CRUISE AT 10,000 FEET AIRCRAFT PITCH DOWN RATHER ABRUPTLY TO
MOUNTAIN MACH. WHICH DECREASED TO 2,000 FT. THEN RECOVERED TO 3,000 FT.
PILOT SUSPECTED CHANGING AIR MASS CONDITIONS. 10:55 WENT TO 85
DEGREES WITH FULL POWER. DESCEND TO 13,000 FEET FOR BREATHER DATA.
DESCENT TO PATTERN NORMAL. CRUISE SLOW TO JETTISON.

END OF MESSAGE

SECRET

