

JOINT MESSAGEFORM

APPROVED FOR RELEASE
DATE: MAY 2006

SECURITY CLASSIFICATION

~~SECRET~~

21 Oct 65 17 25z

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

BOOK MULTI SINGLE

TYPE MSG

PRECEDENCE

71593

ACTION

INFO

PRIORITY
ROUTINE

DTG

4800

SPECIAL INSTRUCTIONS

1 SIGGEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

1

TO

INFO

FLTEST

1. ARTICLE 122 , FLT 137 , DATE 20 OCT 1965 .
2. PILOT: [REDACTED] .
3. T.O. TIME: 1525 HRS FOR 1 HRS AND 21 MIN.
4. GROSS WEIGHT: 113,700 LBS.
5. TEMP: 70 DEGREES WIND: 090/14 .
6. C.G.: 22.4 PERCENT.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.08 MIN.
10. MAX ALT: 77,000 FEET.
11. TIME OVER 2.0MN: 23 MIN.
TIME OVER 2.5MN: 16 MIN.
TIME OVER 2.8MN: 10 MIN.
TIME OVER 3.0MN: 5 MIN.
TIME OVER 3.2MN: N/A MIN.
TIME OVER 50,000FT: 23 MIN.

DATE	TIME
<u>21</u>	
MONTH	YEAR
<u>OCT</u>	<u>65</u>
PAGE NO.	NO. OF PAGES
<u>1</u>	<u>2</u>

12. PURPOSE: SINGLE ENGINE PERFORMANCE, AIR STARTS.

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TYPED NAME AND TITLE

PHONE

R
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SIGNATURE

TYPED (or stamped) NAME AND TITLE

R&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

DD FORM 173
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆

FROM:

PAGE TWO

4886

13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLL TRIM 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. READOUT 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. EGT CAME UP SLOWLY, SO ~~RESTARTED~~ NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

~~SECRET~~
~~SECRET~~

END OF MESSAGE

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
	2	2	SECRET	

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

20 OCT 65 18 24z

TYPE MSG BOOK MULTI SINGLE

PRECEDENCE

71562

ACTION PRIORITY

INFO ROUTINE

DTG

FROM

ADFF

TO:

R+D

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INFO

WR.VAT. AFELDK FIC

FLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCH

2 R&D

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

ACTION _____

INFO DCom

CONTROL NO. none

DATE	TIME
<u>20</u>	
MONTH	YEAR
<u>OCT</u>	<u>65</u>
PAGE NO.	NO. OF PAGES
	<u>2</u>

12. PURPOSE, MAIN FUEL CONTROL PERFORMANCE

TYPED NAME AND TITLE

PHONE

R
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L
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R

TYPED (or stamped) NAME AND TITLE

R&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

FROM:

PAGE TWO

4875

13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.02N, 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 2.22N TO
3.22N 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 AB, 3.22N, 82,000 FEET, 318 KEAS. LANDING AND CHUTE NORMAL.

END OF MESSAGE

SYMBOL

PAGE
NR 2

NR OF
PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

14 JUL 67 072

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

85207

ACTION PRIORITY

INFO ROUTINE

DTG

FROM:

[Redacted]

8381

SPECIAL INSTRUCTIONS

TO:

[Redacted]

INFO:

[Redacted]

1-SIGCEN

1-COMDR

1-DCO

1-DCM

1-CHRONO

2-R&D

OXCAR [Redacted] FLEWST

1. ACFT: 122, FLT: 161, DATE: 14 JULY 67

2. PILOT: [Redacted]

3. T.O. TIME: 0718 FOR 1 HR AND 38 MIN.

1418
138
1556

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. T.O. MN: 3.2 MN.

10. MAX ALT: 11,000 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

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

ACTION _____
INFO 0/100
CONTROL NO. 3980

DATE TIME

14 14
MONTH YEAR

JUL 67
PAGE NO. NO. OF PAGES

1 2

TYPED NAME AND TITLE

PHONE

SIGNATURE

[Redacted]

[Redacted]

TYPED (or stamped) NAME AND TITLE

[Redacted]

R&D

SECURITY CLASSIFICATION

REGRAING INSTRUCTIONS

ABBREVIATED POINT MESSAGEFORM
and/or CONTINUATION SHEET

~~SECRET~~
SECURITY CLASSIFICATION

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

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 67,800 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE RIGHT EGT WAS HIGH AND MAXIMUM DOWNTRIM WAS APPLIED. RIGHT SIDE DERICHED TO 820 DEGREES. FULL DOWNTRIM SETTLED AT 812 DEGREES. WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERICHED. THE ATTITUDE GYRO WAS ROLLING 360 DEGREES TO THE LEFT SO PILOT ABORTED MISSION AND RETURNED TO CURRENT. RIGHT EGT DROPPED TO BELOW 800 DEGREES AT CURRENT. REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

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

END OF MESSAGE

CONTROL NO. 8881	TOR/TOD	PAGE NO. 2	NO. OF PAGES 2	MESSAGE IDENTIFICATION SECRET	INITIALS
REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION SECRET	

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

20 APR 67 46z

TYPE MSG

BOOK MULTI SINGLE

PRECEDENCE

ACTION

PRIORITY

83370

INFO

ROUTINE

DTG

SPECIAL INSTRUCTIONS

1-SIGCEN

1-COMDR

2-R&D

1-DCO

1-DCM

1-CHRONO

FROM:

TO:

INFO:

OX CART [] FLT TEST

1. ACFT: 122, FLT 154, DATE: 28 APR 67.
2. PILOT: []
3. T.O. TIME: 0817 HRS FOR 2 HRS AND 05 MIN.
4. GROSS WEIGHT: 111,900 LBS.
5. C.G.: 18.9 PERCENT
6. TEMP: 46 DEG; WIND: 240/10 KNOTS.
7. TAKEOFF DISTANCE: 5200 FT.
8. TAKEOFF SPEED: 190 KNOTS.
9. MAX MN: 3.2 MN.
10. 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.
 TIME OVER 50,000 FT: 1:04 MIN.

ACTION	
INFO	Dean
CONTROL NO.	2066-62

DATE	TIME
28	1330
MONTH	YEAR
APR	67
PAGE NO.	NO. OF PAGES
1	2

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3207

RELEASES

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TYPED (or stamped) NAME AND TITLE

R&D

SECURITY CLASSIFICATION

~~SECRET~~

REGRADING INSTRUCTIONS

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY	<input type="text"/>		
INFO ROUTINE			

OUT

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 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 SPEEDING ~~LOST~~ THE SWITCH 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.

END OF MESSAGE

CONTROL NO.	TOR/TOB	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS

REGRADING INSTRUCTIONS	SECURITY CLASSIFICATION

~~SECRET~~
OUT

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

25 Apr 67 23

~~641~~

TYPE MSG

BOOK MULTY SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

6472

TO:

INFO

OXCART

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: 310/4 KNOTS.
7. T.O. DISTANCE: 6400 FT.
8. T.O. SPEED: 205 KNOTS.
9. MAX MN: 3.06 MN.
10. MAX ALT: 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.
 TIME OVER 3.2MN: N/A MIN.
 TIME OVER 50,000FT: 17 MIN.

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

~~(T)~~ CHRONO

~~(T)~~ DCO

1 DCM

2 R&D

DATE	TIME
25	
MONTH	YEAR
APR	67
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1	3

TYPED NAME AND TITLE

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RELEASE
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TYPED (or stamped) NAME AND TITLE

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

DD FORM 173
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

14 GPO 1965-761-933

ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

12. PURPOSE: FCF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. EHP INDICATOR APPEARED TO ^{BE} ~~BE~~ UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GAUGES. INS *Jack* ~~INS~~ DTG AND G.S. BOTH ZERO AT RUNUPS. MOUNTAIN HOME WAS SET ON INS. *Jack*

HYDRO, AZIMUTH, FRS, SR-1 ALL CHECKED OUT. DURING T/O, 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 T/O, 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 CHECKED 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, ~~XXXXXXXXXX~~ 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 3.00N. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DTG, ~~BECAME~~ BECAME ERRATIC, SO INS *Jack* WAS SHUT DOWN. SWITCHED TO SR-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT SIDE UNSTARTED AND RECOVERED AT 2.20N, ~~AND~~ THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.20N. SPIKES AND DOOR POSITION INDICATIONS *Jack* 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 HUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND NAV FUNCTIONS. PERFORMED ONE 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

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REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	

ABBREVIATED JOINT MESSAGE FORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

LIGHTS AND NOSE GEAR REQUIRED 80 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} ~~GLASS~~ IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT. JSE

B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS

POSSIBLE IMPROVEMENTS BASED ON SR-71 ^{EXPERIENCE} ~~PERFORMANCE~~. JSE

END OF MESSAGE

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

17 Mar 66 23 14z

BOOK MULTI SINGLE
TYPE MSG

PRECEDENCE

74766

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM

8019

TO:

Has

INFO

Use Pat AEROR ETC

O R&D

FLTEST

SPECIAL INSTRUCTIONS

- 1 SIGGEN
- 1 CONDE
- 1 CHRONO
- 1 DCO
- 1 DCM
- 2 R&D

1. ARTICLE 122, FLT 157, 17 MARCH 1966.
2. PILOT: _____.
3. T. O. TIME: 1112 HRS FOR 1 HRS 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: 45 MIN.
12. PURPOSE: GENERATOR LOAD CAPABILITY TEST.

DATE	TIME
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MONTH	YEAR
MARCH	66
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R&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

ABBREVIATED INT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
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INFO			

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 LIGHT 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 MESSAGE

CONTROL NO. 8019	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

4 MAR 65 23 32Z

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRORITY

INFO

ROUTINE

DTG

74472

FR

7729

TO:

INFO

1st Lt AFDL ETC

FLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 C MDR

1 CHRONO

1 DCO

1 DCM

2 R&D

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. ~~EXCEEDED MAX ALT 14,000 FEET~~

CAME OUT OF MIN BURNER INTO MIL, NOTED VERY STEEP ANGLE. 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 WE

IGHT TO TAKE 1. ACCELED TO 466 KEAS AND CAME OUT OF BURNER. WENT BACK

DATE	TIME
4 MAR	23 32Z
MONTH	YEAR
MAR	65
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SECURITY CLASSIFICATION	REGRAIDING INSTRUCTIONS
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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATIO

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FROM:

PAGE 00

7729

INTO BUENNER TO 476 KEAS. CAME OUT OF BUENNER. COASTED TO 481 KEAS.
ARTICLE SMOOTH. DECELED TO 300 KEAS. CYCLED GEAR. DUMPED FUEL.
LANDING AND CHUTE NORMAL. ANTI SKID POOR.

END

OF

MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

21 FEB 66 20z

71014

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE	
ACTION	PRIORITY
INFO	ROUTINE

DTG

FROM: []

TO: []

INFO [] *WR. PAT AFDR FTC*

[] FLTEST

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 CHRONO
- ① DCO
- 1 DCM
- 2 R&D
- 1 []

1. ARTICLE 122 , FLT 155 , 23 FEBRUARY 1966.
2. PILOT: []
3. T.O. TIME: 0940 HRS FOR 0 HRS AND 32 MIN.
4. GROSS WEIGHT: 109,100 LBS.
5. C.G.: 19.2 PERCENT.
6. TEMP: 37 DEGREES WIND: CALM
7. T.O. DISTANCE: 5600 FT.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 0.92 MN.
10. MAX ALT: 13,000 FT.
11. 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. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.

DATE	TIME
<u>23</u>	
MONTH	YEAR
<u>FEB</u>	<u>65</u>
PAGE NO	NO OF PAGES
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SECURITY CLASSIFICATION			REGARDING INSTRUCTIONS	

RESEARCH & DEVELOPMENT STAFF

FROM:

PAGE TWO 7502

231000Z 11 68

13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK HEAD
O, 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 AFT 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

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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~~SECRET~~

FROM:

PAGE TWO

7411

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 KIKKER 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

SYMBOL

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PRECEDENCE

ACTION **PRIORITY**
INFO **ROUTINE**

DTG

FRO [] 7411

TO: []

INFO []

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 CHRONO
- 1 DCO
- 1 DCM
- 2 RND

FLTEST

1. ARTICLE 122, FLT 154, 17 FEB 1966.
2. PILOT: []
3. T.O. TIME: 1339 HRS FOR 1 HRS 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: 3.16 MN.
10. MAX ALT: 82,000 FT.
11. TIME OVER 2.0MN: 45 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 MIN.
 TIME OVER 50,000FT: 47 MIN.

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12. PURPOSE: FILLET PRESSURE DIFFERENTIAL MEASUREMENTS, OIL CONSUMPTION AND ENG. 1 2

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SPECIAL INSTRUCTIONS

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1 COMDR

1 CHRONO

1 DCO

1 DCM

2 R&D

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R&D

FLTEST

REF: [redacted]

7211

SUBJECT: ARTICLE 122, FLT 152, 10 FEB 1966.

CORRECTION: ITEM NR. 3 - T.O. TIME: 1544 HRS FOR 0 HRS AND 59 MIN.

SHOULD BE: ITEM NR. 3 - T.O. TIME: 1544 HRS FOR 1 HR AND 09 MIN.

end of message

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SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

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17 Feb 66 03 41z

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SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCO
- 1 DCM
- 1 R&D
- 1 CHRONO

TEST OPS

1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66. PILOT: [Redacted]

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 CONSUMPTION TEST.

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

END OF MESSAGE

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INFO	ROUTINE				
<p>13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000FT. WENT THROUGH TUNNEL FLAT, THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED AUTO 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. THE 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 NUGGET CONTROL FOR SYSTEMS ^{EWS} TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000FT, DESCENDING AND DUMPING FUEL. MADE GCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.</p> <p>14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.</p> <p style="text-align: center;">END OF MESSAGE</p>					
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JOINT MESSAGEFORM

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PLTEST

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 CHRONC
- ① DCC
- 1 DCM
- 2 R&D

1. ARTICLE 122, FLT 152, 10 FEB 1966.
2. PILOT: .
3. T.O. TIME: 1544 HRS FOR 0 HRS AND 59 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 3.2MN: N/A MIN.
 TIME OVER 50,000FT: 21 MIN.

12. PURPOSE: SYSTEMS TEST.

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SPECIAL INSTRUCTIONS

1 COMDR

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2 R&D

1. ACFT 122, FLT 151, 19 JANUARY 1966.
2. PILOT: [Redacted]
3. T.O. TIME: 14:10 HRS FOR 1 HRS 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 MNL 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.

12. PURPOSE: [Redacted] AND OIL CONSUMPTION TESTS.

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JOINT MESSAGEFORM - CONTINUATION SHEET

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PAGE TWO

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, NECESSITATING FUEL TRANSFER BY PILOT.

[REDACTED]

EGG ACHIEVED

NIKE TRACK AT 265 NM, AND PROCEEDED TO VECTOR ARTICLE FOR REMAINDER OF FLT.

[REDACTED]

COCKPIT LIGHTS WORKED AS BRIEFED.

[REDACTED]

END OF MESSAGE

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SPECIAL INSTRUCTIONS

1 SIGCEN

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1 CRRONO

1 DCO

1 DCM

2 R&D

FLTEST

1. ARTICLE 122, FLT 150, 14 JAN 1966.

2. PILOT:

3. T.O. TIME: 1216HRS 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: 36MIN.

TIME OVER 2.8MN: 34MIN.

TIME OVER 3.0MN: 29MIN.

TIME OVER 50,000FT: 40MIN.

12. PURPOSE: TEST AND OIL CONSUMPTION.

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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM: PAGE TWO

6802

17,000FT WITH ABOUT 20,000LBS OF FUEL ABOARD. HE THEN STARTED SINGLE ENGINE CRUISE CLIMB, AND WORKED UP TO 20,000FT WITH 10,000LBS OF FUEL REMAINING. PILOT RETURNED TO BASE, NORMAL LANDING, CHUTE DEPLOYMENT SATISFACTORY.

END OF MESSAGE

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SPECIAL INSTRUCTIONS

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1 DCO

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FLTEST

1. ARTICLE 122, FLT 149, 28 DEC 1965.

2. PILOT: [REDACTED].

3. T.O. TIME: 0945HRS FOR 1 HRS AND 17 MIN.

4. GROSS WEIGHT: 109,600 LBS.

5. C.G.: 22.8 PERCENT.

6. TEMP: 31 DEGREES WIND: CALM.

7. T.O. DISTANCE: 5200 FT.

8. T.O. SPEED: 200 KNOTS.

9. MAX WIND: 1.02 MN.

10. MAX ALT: 36,000 FT.

11. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.

12. SUMMARY: PILOT CLIMBED TO 36,000FT, SHUT RIGHT ENGINE DOWN, HELD

36,000FT UNTIL SPEED DROPPED TO .85MN AND THEN MAINTAINED THAT SPEED

THROUGHOUT REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND MAINTAINING

.85MN, ACFT STABILIZED AT 28,000FT. PILOT WENT TO MIN AB ON LEFT

ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN), AND STABILIZED AT

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JOINT MESSAGEFORM - CONTINUATION SHEET

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13. SUMMARY: 360 DEG TURN MADE AFTER TAKEOFF. BOTH BYPASS DOORS WANDERING AS ACFT CLIMBED THROUGH 2.8MN. ACCEL to 3.1MN AND SHUT DOWN RIGHT ENGINE. MADE 35 DEG BANKED TURN DESCENDING TO 50,000FT IN MAX AB ON LEFT SIDE. CAME OUT OF AB ON LEFT SIDE. LEVELED OFF AT 20,000FT AND DESCENDED TO 10,000FT. STABLE AT MIL, 350 KEAS AT 10,000FT. RELIT LEFT AB, CLIMBED TO 31,000FT WHERE HE STILL HAD 300 FEET PER MINUTE RATE OF CLIMB. CAME OUT OF AB AND DESCENDED AT 0.65MN DOWN TO 13,000LBS OF FUEL TO 11000FT. TRIED TO RELITE RIGHT ENGINE, BUT COULD NOT GET A RELITE, SO RETURNED TO BASE. LANDING, CHUTE NORMAL.

END OF MESSAGE

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JOINT MESSAGEFORM

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SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

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FLTEST

1. ACFT 122 ,FLT 148 , 21 DEC 1965.
2. PILOT: [REDACTED]
3. T.O. TIME: 0933 HRS FOR 1 HRS AND 34 MIN.
4. GROSS WEIGHT: 121,000 LBS.
5. C.G.: 19.9 PERCENT.
6. TEMP: 28 DEGREES WIND: CALM
7. T.O. DISTANCE: 6400 FT.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.17 MN.
10. MAX ALT: 81,500 FT.
11. TIME OVER 2.0MN: 25 MIN
 TIME OVER 2.6MN: 15 MIN.
 TIME OVER 2.8MN: 10 MIN.
 TIME OVER 3.0MN: 03 MIN.
 TIME OVER 50,000FT: 28 MIN.
12. PURPOSE: ~~ENGINE~~ SINGLE ENGINE PERFORMANCE TEST.

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JOINT MESSAGEFORM - CONTINUATION SHEET

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AND CAME HOME. ALL SAS CHANNELS WENT OUT WHEN PILOT SHUT DOWN RIGHT ENGINE AS HE FAILED TO TRIP R. GENERATOR IN TIME. SAS RESET OK. FOUND NO PROBLEM IN STARTING THE ENGINE PRIOR TO EACH REFUELING. LAST TIME ENGINE STARTED AT 250 KEAS AND 1100 RPM. TOOK 2 MINUTES TO GET TO IDLE. PILOT STATED THAT THIS FLIGHT SHOULD GIVE VERY GOOD SINGLE ENGINE CRUISE - CLIMB PERFORMANCE DATA. LANDING WAS NORMAL.

END OF MESSAGE

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SPECIAL INSTRUCTIONS

FROM

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INFO:

- 1 SIG GEN
- 1 COMDR
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- 1 R&D

OPS FLTEST

1. ARTICLE 122 MADE FLT 147 ON 17 DEC 65. PILOT [] TAKE

OFF AT 0947 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS WEIGHT 104,800 LBS, C.G. 23.3 PERCENT, TAKE OFF DISTANCE 3800 FT, TAKE OFF SPEED 190 KTS, PRESSURE ALTITUDE 4365 FT, TEMP 27 DEGREES, WIND 320/10, MAXIMUM SPEED .94 MACH, MAXIMUM ALTITUDE 27,000 FT, PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.

2. STARTED ON SOUTH PAD AND TAKE OFF WAS NORMAL. CLIMBED AT 400 KEAS TO 20,000 FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000 FT. GROSS WEIGHT STARTED AT 109,000 LBS DOWN TO 64,000 LBS. 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 94,000 LBS DOWN TO 64,000 LB. REFUELED AGAIN AT 94,000 LB GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AB TOO MUCH POWER TO MAINTAIN 400 KEAS AT 15,000 FT. WENT TO MIL POWER. SPEED AND ALTITUDE DRIFTED DOWN TO ~~13,500~~ 13,500 FT AT 350 KEAS. COULD MAINTAIN 13,900 FT AT 250 KEAS. TOOK ON 50,000 LB MORE FUEL AND CRUISE CLIMBED TO 21,000 FT,

~~400 KEAS IN MAX AB WITH GROSS WEIGHT AT 64,000 LB. TERMINATED TESTS~~

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PILOT FLEW PITCH MANUALLY. OPENED LEFT FWD BYPASS, LEFT AFT BYPASS MANUALLY CLOSED RIGHT FWD OPEN. SHUT DOWN RIGHT ENGINE AND OPENED AFT BYPASS. SPIKES AUTO DOWN TO 2.6MN WHERE PILOT WENT TO MANUAL ON SPIKES TO SMOOTH OUT ROUGHNESS. [] MENTIONED THAT C.G. WAS FAR OFF AT 3.1MN SO HE TRANSFERRED FUEL FWD PRIOR TO ENGINE SHUT DOWN. LEFT ENGINE WAS IN MAX AB DOWN TO 60,000 FEET THEN MIN AB AND 350 KEAS DOWN TO SUBSONIC. REDUCED ALT TO 10,000 FEET AND MADE SPEED POWER HUNS 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 TANKER AT 28,000 FEET, MADE CONTACT FOR 50,000 POUNDS. BACKED OFF AND LIT AB. MOVED BACK INTO FILL ARTICLE TO 68,000 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. HELD UNSTARTS NOTED DOWN TO 1.6MN. DESCENT IN MIN AB WAS ~~XXXXXXXXXX~~ 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 68,000 POUNDS AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD ACCEL SAME AS SECOND. ACCEL TO 3.19MN AND 84,000 FEET. SHUT DOWN RIGHT ENGINE WITH SAME PROCEDRES AS BEFORE. SAME DESCENT PROFILE TO 17,000 FEET. THEN SLOWED TO 300 KEAS AND 10,000 FEET. LEFT EGT DROOPED CONSIDERABLY DURING DESCENT. RELIT RIGHT ENGINE. CLIMBED IN MIN AB TO 37,000 FEET AND 1.35MN. CUT OFF RIGHT ENGINE, RIGHT FWD AND AFT DOORS OPEN, SPIKES AUTO. LEFT POWER LEVER MAX AB. ARTICLE DESCENDED RAPIDLY FROM 37,000 FEET AND 1.2MN IN A STEEP DIVE. ~~COULD NOT HOLD 32,000 FEET SO RELIT RIGHT ENGINE AND RETURNED TO BASE~~

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JOINT MESSAGEFORM

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FLTEST

SPECIAL INSTRUCTIONS

- 1 SIGGEN
- 1 COMDR
- 1 DCS
- 1 DCO
- 1 DGM
- 2 R&D
- 1 []

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1. ARTICLE 122, FLT 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: 200 KNOTS.
9. MAX W: 3.19MM.
10. MAX ALT: 84,000 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 1000 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 CLIMB NORMAL TO 3.1MM AND 80,000 FEET.

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SPECIAL INSTRUCTIONS

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- ① DCO
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FLTEST

1. ACFT 122, FLT 145, 7 DEC 1965.
2. PILOT: []
3. T.O. TIME: 0926HRS 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 MI: 3.14MI.
10. MAX ALT: 81,500 FEET.
11. TIME OVER 2.0MI: 40MIN.
TIME OVER 2.5MI: 25MIN.
TIME OVER 2.8MI: 10MIN.
TIME OVER 3.0MI: 04MIN.
TIME OVER 50,000FEET: 40MIN.
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.

DATE	TIME
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MONTH	YEAR
DEC	65
PAGE NO.	NO. OF PAGES
1	2

DRAFTER

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PHONE

SIGNATURE

RELEASE

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SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

JOINT MESSAGE FORM

SECURITY ~~SECRET~~

3 DEC 65 01 11z

~~SECRET~~

OUT

TYPE MSG

TI SINGLE

PRECEDENCE

72463

ACTION **PRIORITY**

INFO **ROUTINE**

DTG

FRG

748

SPECIAL INSTRUCTIONS

INFO

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-DCS
- 1-R&D
- 1-

FLTEST

1. ARTICLE 122, FLT 142,
2. PILOT: _____.
3. T.O. TIME: 1001 HRS FOR 2 HRS AND 40 MIN.
4. GROSS WEIGHT: 121,550 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: 1:10 MIN
 TIME OVER 2.6MN: 45 MIN
 TIME OVER 2.8MN: 30 MIN
 TIME OVER 3.0MNL: XXXX4 MIN

ACTION _____
 INFO DCOM
 CONTROL NO. none

~~XXXXXXXXXXXXXXXXXXXX~~

~~XXXXXXXXXXXXXXXXXXXX~~

12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION

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TYPED NAME AND TITLE

PHONE

3207

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SECURITY CLASSIFICATION

~~SECRET~~

R&D

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MONTH	YEAR
DEC	65
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DD FORM 173 1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY			
INFO ROUTINE			

13. CONFIGURATION: HAM STD INLETS - HS LEFT. BENDIX RIGHT FUEL CONTROLS.

14. SUMMARY: AFTER NORMAL TAKEOFF, TWO ACCELS AND SINGLE ENGINE DECELS WERE MADE. THE FIRST SHUT DOWN WAS AT 81,000 FEET, 3.13MN. THE THROTTLE WAS CHOPPED 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 AFTERBURNING 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

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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REGRADEING INSTRUCTIONS				SECURITY CLASSIFICATION	

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

~~SECRET~~

FROM:

PAGE THREE 5932

OUT

TRANSFERRED 3,000 POUNDS FWD, LANDED. CHUTE NORMAL. INS HAD FIVE
MILE ERROR AND 3 KTS G. S.

END OF MESSAGE

SYMBOL

PAGE NR
3

NR OF PAGES
3

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION: PRIORITY			
INFO: ROUTINE			

13. CONFIGURATION: HAM STD INLETS - HS LEFT. BENDIX RIGHT FUEL CONTROL.

14. SUMMARY: AFTER NORMAL TAKEOFF, TWO ACCELS AND SINGLE ENGINE DECELS WERE MADE. THE FIRST SHUT DOWN WAS AT 81,000 FEET, 3.13MN, THE THROTTLE WAS CHOPPED 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 AFTERSBURNING 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

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

30 Nov 65 17 54z

TYPE	BOOK	MULTI	SINGLE
MSC			

72379

PRECEDENCE

ACTION PRIORITY ROUTINE

DTG

5665

SPECIAL INSTRUCTIONS

1 SIGCEN
1 COMDR
1 DSS
① DCO
1 DCM
2 R&D

FROM

HRS

INFO

WR/PWT AERDR ETC

TO:

FLTRST

1. ARTICLE 122, FLT 144, 29 NOV 1965.
2. PILOT:
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: 0.83MN.
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 0.80MN. TDY STUCK AT 1.7MN FOR TWENTY MINUTES THEN CAME BACK TO NORMAL, THEN STUCK AGAIN FOR REMAINDER OF FLT. LANDING AND CHUTE NORMAL.
13. COMMENTS: TDY CHECKED ON GROUND, PERFORMED OK. SO ADC WILL

DATE	TIME
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MONTH	YEAR
NOV	65
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RE CHECKED.

D R A F T E R	TYPED NAME AND TITLE		PHONE	R E L E A S E R	SIGNATURE
	END OF MESSAGE				TYPED (or)
SECURITY CLASSIFICATION				REGRAIDING INSTRUCTIONS	

DD FORM 173
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965-761-933

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION	5748		
INFO			

~~SECRET~~

13. RIGHT ENGINE TRIMMED DOWN TO 735 DEGREES, LEFT ENGINE DOWN TO 725 DEGREES. DUE TO STALLS RIGHT AB SLOW TO LIGHT DURING TAKEOFF. ACCELERATION WITH NORMAL SCHEDULE AT 2.8 MACH. CIP'S WERE MATCHED WITH LEFT ~~XX~~ ONE HALF POUND LOW. AT 2.53 SOME ROUGHNESS NOTED. AT 79,000 FEET, 3.1 MACH, OPENED FORWARD DOORS, SHUT DOWN RIGHT ENGINE. NO UNSTARTS NOTED. DESCENT AT 350 KEAS TO 60,000 FEET, THEN 400 TO ~~IN~~ 58,000 FEET WHERE LEFT ENGINE BROUGHT BACK TO 6800 RPM. CLOSED BYPASS, WITH 16,000 LBS OF FUEL MAINTAINED. 336 TO 339 KEAS. RELIT RIGHT ENGINE AT ~~XXX~~ 38,000 FEET. HIT TANKER AND TOOK ON 45,000 POUNDS OF FUEL. ACCELERATED OUT AGAIN. AT 2.5 MACH UNSTART OCCURRED, RESTART WITH NO OVER TEMP. REPEATED SHUTDOWN AT 77,000 FEET. 400 KEAS DOWN TO 10,000 FEET ALTITUDE. SPEED AT 10,000 FEET WAS 336 KEAS. RESTARTED RIGHT ENGINE WHICH HANG AT 2600 - 2800 RPM THEN ACCELED OK. DESCENT AND LANDING NORMAL. CHUTE NORMAL.

END OF MESSAGE

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION
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REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION
				SECRET

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

FROM:

[]

5531

WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED
 ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.
 MADE TURN AT 260 KEAS AND 3.2 MACH. DECELED. ACCELED
 AGAIN. AT 1.7 MACH WENT TO BE POSITION AFT DOORS. AT 2.5 MACH
 MOMENTARY UNSTART CAUSED BY LEFT FWD BYPASS DOOR SWITCH. OPENED
 FWDS THEN TO AUTO AND ACCELERATED OUT O.K. DECELERATED AGAIN.
 LANDING CHUTE NORMAL.

COMMENT: MUCH EGT TRIMMING REQUIRED DURING FLT.

--- END OF MSG ---

SYMBOL

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NR OF
PAGES

SECURITY CLASSIFICATION

INITIAL

2

2

SECRET

JOINT MESSAGE

RESERVED FOR COMMUNICATION CENTER

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SECURITY CLASSIFICATION

~~SECRET~~

OUT

20 Nov 65 07 56z

72213

TYPE MSG

BOOK

MULTI

SINGLE

PREFERENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

[Redacted]

UQS

5531 W.P. DAT. AERDC FTC

TO:

[Redacted]

INFO:

[Redacted]

0

R&D

FLTEST

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS
- 1 ~~BCD~~
- 1 DCM
- 2 R&D

1. ARTICLE: 122, FLT: 140, 19 NOV 65.
2. PILOT: [Redacted]
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

ACTION	
INFO	<i>DCM</i>
CONTROL NO.	<i>none</i>

TIME	0640Z
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YEAR	65
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SECURITY CLASSIFICATION

OUT

REGRADE INSTRUCTIONS

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☆ GPO 1965-761-933

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

22 Oct 65 22 31z

71646

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

4889

WR.PAT. AFLOL FTC

TO:

405

INFO

0 P+D

FLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

1. ARTICLE 122, FLT 138, DATE 22 OCT 1965

2. PILOT: []

3. T.O. TIME: 1016 HRS FOR 1 HRS 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 FT.

8. T.O. SPEED: 195 KNOTS.

9. MAX HN: 3.07 MIN.

10. MAX ALT: 76,000 FT.

11. TIME OVER 2.0MN: 40 MIN.

TIME OVER 2.6MN: 20 MIN.

TIME OVER 2.8MN: 15 MIN.

TIME OVER 3.0MN: 5 MIN.

TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: 40 MIN.

12. PURPOSE: SINGLE ENGINE PERFORMANCE

ACTION []
INFO D Com
CONTROL NO. none

DATE	TIME
22	
MONTH	YEAR
OCT	65
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DRAFTER

TYPED NAME AND TITLE

PHONE

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SIGNATURE

SECURITY CLASSIFICATION

REGARDING INSTRUCTIONS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

10 NOV 65 21 59z

TYPE MSG BOOK MULTIPLE SINGLE

72021

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM

5312

TO

WOS

INFO

WLR PAT. AFDL FTC

0 R+0

FLTEST

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS
- 1 DCC
- 1 DCM
- 2 R&D

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 MN.
10. MAX ALT: 78,000 FEET.
11. TIME OVER 2,000: 30 MIN.
 TIME OVER 2,000: 25 MIN.
 TIME OVER 2,000: 22 MIN.
 TIME OVER 3,000: 15 MIN.
 TIME OVER 50,000FT: 32 MIN.
12. PURPOSE: R.H. NOZZLE INSTABILITY INVESTIGATION.

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MONTH	YEAR
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D R A F T E R	TYPED NAME AND TITLE	PHONE	R E L E A S E R	SIGNATURE
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SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS	

DD FORM 173 1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

19 Oct 65 16 47z

71538

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

~~SECRET~~
OUT
TO: HDS
FLTEST

4831
INFO
WRIT ACPD FTST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

① DCO

1 DCM

2 RAD

1

1. ARTICLE 122, FLT 135, DATE 18 OCT 1965

2. PILOT: []

3. T.O. TIME: 1443 HRS FOR 1 HRS 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: 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.

ACTION []
INFO J Com
CONTROL NO. none

DATE	TIME
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MONTH	YEAR
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12. PURPOSE: SINGLE ENGINE REFUELING.

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PHONE

RELEASE

R&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

DD FORM 173
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

1-933

~~SECRET~~

FROM:

PAGE TWO - 5312

13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCED. 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 ~~DOWN~~. RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES ~~WERE~~ PULLED AND CHATTERED.

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

END OF MESSAGE

~~SECRET~~
~~SECRET~~

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

12

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

14 Oct 65 19 44z

TYPE MSG: BOOK MULTI SINGLE

71443

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

1739

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

TO:

INFO

404 R&D

FILEST

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 MH: 3.2M.
10. MAX ALT: 81,000 FEET
11. TIME OVER 2.0M: 14MIN
 TIME OVER 2.6M: 09MIN
 TIME OVER 2.8M: 07MIN
 TIME OVER 3.0M: 05MIN
 TIME OVER 3.2M: 02MIN
 TIME OVER 50,000FT: 16MIN

ACTION _____
 INFO DCOM
 CONTROL NO. none

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DATE	TIME
14	
MONTH	YEAR
OCT	65
PAGE NO.	NO. OF PAGES
1	2

12. PURPOSE: EXPAND AIRSTART ENVELOPE.

DRAFTER

TYPED NAME AND TITLE _____ PHONE _____

RELEASES

SIGNATURE _____

R&D

SECURITY CLASSIFICATION

REGRADE INSTRUCTIONS

DD FORM 173 1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

FROM:

PAGE TWO

4801

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 20,000 FEET SINGLE ENGINE. CLIMBED BACK TO 30,000 FEET. 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 FEET AND 27,000 POUNDS OF FUEL. HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF FUEL. ATTEMPTED A HELITE 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 MESSAGE

SECRET

SYMBOL	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET	INITIALS
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JOINT MESSAGE **SECRET**

SECURITY CLASSIFICATION

SECRET

13 OCT 65 18 36z

TYPE MSG BOOK MULTI SINGLE

PRECEDENCE

ACTION **PRIORITY**

INFO **ROUTINE**

7244S

FROM: [redacted] TO: [redacted] INFO: [redacted] FLTEST OPS [redacted]

INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-B&D
- 1-DCS
- 1-[redacted]

1. ARTICLE 122 MADE FLIGHT 133, 12 OCT 65, PILOT [redacted] 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 FT, 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 FT 17 MINUTES. PURPOSE MAIN FUEL CONTROL TEST.

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

[redacted] OSCILLOGRAPH RECORD INDICATED LEFT SPIKE WAS OSCILLATING DURING ACCELERATION.

END OF MESSAGE

ACTION [redacted]
 INFO [redacted]
 CONTROL NO. [redacted]

DATE	13	TIME	1030
MONTH	OCT	YEAR	65
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DRAFTER: [redacted] PHONE: 3207

RELEASER: [redacted]

SECURITY CLASSIFICATION: **SECRET**

R&D

FROM:

PAGE TWO

13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3.2MIN USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN RIGHT ENGINE AT 3.2MIN. 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 0.8MIN, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART. UNSUCCESSFUL ~~FUEL~~ ATTEMPTS MADE AT 0.8MIN 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

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

FROM:

4669

PAGE TWO

804 DEGREES ON RIGHT. TAKEOFF AND CLIMB NORMAL. BACH HOLD USED AT CRUISE FOR 20 MINUTES, WAS VERY SMOOTH, ALTHOUGH DURING STRONG PITCH CORRECTIONS UP, ARTICIE BOLLED LEFT AS HE HAS BEEN NOTED BEFORE. NEW INTERNAL PROSTY CONTROL WAS NOT TRIMMED DURING FLT. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

12 Oct 65 00 23z

7273

BOOK MULTI SINGLE
TYPE MESSAGE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

4689

TO:

HAS

INFO

WJ. DAT. AFDR FTL

0

R+D

FLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 **DCO**

1 DCM

2 R&D

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 50,000FT: 40 MIN.
12. PURPOSE: FCF, FUEL CONTROL TEST.
13. SUMMARY: TRIMMED UP BOTH ENGINES. LEFT TO 802 DEGREES AND

ACTION

INFO

DCom

CONTROL NO.

none

9

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MONTH 11	YEAR
OCT	65
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DRAFTER

TYPED NAME AND TITLE

PHONE

RELEASE

STATUS

R&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

5 OCT 65 22 46z

PRECEDENCE

ACTION

PRIORITY

INFO

ROUT IN FR

DTG

71253

SPECIAL INSTRUCTIONS

- 1 SIGCEN *W*
- 1 COMDR
- 1 DCS
- 1 DCO
- 1 DCM
- 2 R&D

WIDAT AFRDR FTST

TO

INFO

NAME

INIT

FLTEST

1. ACFT 122, FLT 131, 5 OCT 1965.
2. PILOT: []
3. T.O. TIME: 1157HRS FOR 46MIN.
4. GROSS WT: 109,000LBS.
5. C.G.: 23 PERCENT.
6. TEMP: 65DEGREES WIND: CALM.
7. T.O. DISTANCE: 5700FT.
8. T.O. SPEED: 190KNOTS.
9. MAX IN: 32.MN.
10. MAX ALT: 81,000FT.
11. TIME OVER 2.0MN: 27MIN.
 TIME OVER 2.6MN: 22MIN.
 TIME OVER 3.0MN: 18MIN.
 TIME OVER 3.2MN: 15MIN/
 TIME OVER 50,000FT: 27MIN.

NAME	INIT

ACTION	<input checked="" type="checkbox"/>	ACTION	<input type="checkbox"/>
INFO	<input checked="" type="checkbox"/>	INFO	<input type="checkbox"/>
CONTROL NO.	<i>none</i>		

12. PURPOSE: NR. 3 BEARING CLEARANCE OIL CONSUMPTION, AB LIMER

VICINASTON, WINDMILLING ENGINE PHONE

SIGNATURE

SECURITY CLASSIFICATION

REGARDING INSTRUCTIONS

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO

4555

13. SUMMARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE. DURING CLIMB L. EGT WOULD NOT TRIM UP ABOVE 760 DEGREES. CRUISED AT 3.2MIN FOR 15 MINUTES. OPENED FWD BYPASS DOORS, RIGHT AFT BYPASS DOORS AND SHUT DOWN RIGHT ENGINE AT 3.05MIN, 370 KEAS, RIGHT INLET UNSTARTED IN DESCENT AND RESTARTED AT 1.4MIN. ROLL SAS KICKED OFF DURING DESCENT. LANDING AND CHUTE NORMAL.

~~SECRET~~
O U T

14. PILOT COMMENTS: COMPASS STEERING NEEDLE HEAD 270 DEGREES DURING TURN WHEN AIRCRAFT WAS FLYING APPROX 90 DEGREES. CIP'S WERE 17½ AT 3.2MIN, 390 KEAS.

END OF MESSAGE

SYMBOL

PAGE NR

NR OF PAGES

SECURITY CLASSIFICATION

f

~~SECRET~~

FROM:

PAGE TWO 4502

13. SUMMARY: AFTER THROTTLE CHOPS AND BURSTS, A NORMAL AB TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8MIN TO 2.9MIN. HELD 400 KEAS TO 70,000 FEET. ALL ENGINES INSTRUMENTS MATCHED WELL. ON DECEL AT 370 KEAS 1.8MIN, 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 1.4MIN A RESTART WAS ATTEMPTED, BUT FAILED. ELECTED THAT RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE ~~NORMAL~~ ^{AND} SATISFACTORY.

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

END OF MESSAGE

SECRET
 0 11 51

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

1 Oct 65 04z

72215

TYPE MSG BOOK MULTI SINGLE

PRECEDENCE

ACTION PRIORITY

INFO ROUTINE

DTG

FROM:

TO:

INFO

SPECIAL INSTRUCTIONS

1 SIGGEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

OXCAFT FLTEST

1. ARTICLE 122 .FLT 130 , 1 OCT 1965.

2. PILOT

3. T.O. TIME: 1215 HRS FOR 0 HRS AND 56 MIN.

4. GROSS WEIGHT: 109,000 LBS.

5. C.G.: 22.6 PERCENT.

6. T.O. DISTANCE: 5800 FT.

7. T.O. SPEED: 190 KNOTS.

8. TEMP: 71 DEGREES WIND CALM

9. MAX MN: 3.02 MN.

10. MAX ALT: 78,000 FT. EGT TRIM: 80800G LEFT-80600G RIGHT

11. TIME OVER 2.0MN: 30 MIN.

TIME OVER 2.6MN: 25 MIN.

TIME OVER 2.8MN: 15 MIN.

TIME OVER 3.0MN: 7 MIN.

TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: 30 MIN.

12. PURPOSE: PGP FOLLOWING LEFT ENGINE CHANGE.

ACTION
INFO 2com
CONTROL NO.

9

DATE	TIME
MONTH <u>1</u>	YEAR
<u>OCT</u>	<u>65</u>
PAGE NO.	NO. OF PAGES
	<u>2</u>

DRAFTER

TYPED NAME AND TITLE

PHONE

RELEASES

SIG

TYPE

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

R&D

FROM:

4424

13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 84.5DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0MN. AT 1.80MN, 1/2 CPS PITCH OSCILLATIONS BEING NOTED. DISENGAGED AUTO PILOT. AT 3.0MN, ENGAGED MEN MACH HOLD WHICH HELD 2.99 TO 3.01MN. AT 2.0MN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. AIRCRAFT YAWED LEFT. AT 2.2MN, 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, 80,000FT, 330-340KEAS 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 75,000FT. PILOT CROSS CHECKED MACH 701. THEN CLIMBED BACK UP TO 80,000FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400KEAS DOWN TO 30,000FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310KEAS, EGT DROPPED TO 750DEG, 6800 RPM, ACCELERATED TO 400KEAS, AT 30,000FT, EGT WENT TO 860DEG AND BEKICKED. LANDING NORMAL, GRITE 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 30,000FT, 310KEAS.

END OF MESSAGE

SYMBOL

PAGE NR

NR OF PAGES

SECURITY CLASSIFICATION

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

23 SEP 65 22 36z

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE

71126

ACTION PRIORITY
INFO REPTIME

DTG

FROM: [redacted]

TO: [redacted]

FLTEST

INFO [redacted]

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS
- 1 DCO
- 1 DCM
- 2 R&D

1. ARTICLE 122, FLT 129, 29 SEPT 1965.
2. PILOT: [redacted]
3. T.O. TIME 0825HRS FOR 1HR AND 04MIN.
4. C.G.: 19.5PERCENT.
5. WIND: AS 300DEGREES/20KNOTS TEMP: 45DEGREES.
6. T.O. DISTANCE: 5800FT.
7. T.O. SPEED: 200KNOTS.
8. MAX MN: 3.02MN.
9. MAX ALT: 80,000FT.
10. GROSS WEIGHT: 119,700LBS.
11. TIME OVER 2.0MN: 30MIN
TIME OVER 2.6MN: 23MIN
TIME OVER 2.8MN: 20MIN
TIME OVER 3.0MN: 19MIN
TIME OVER 50,000FT: 30MIN
12. PURPOSE: ENGINE WINDMILL WEATHER WINDMILL BREATHER PRESSURES.

ACTION	_____
INFO	<u>D Com</u>
CONTROL NO.	<u>none</u>

DATE	TIME
23	
MONTH	YEAR
SEPT	65
PAGE NO	NO OF PAGES
1	2

D R A F T E R	TYPED NAME AND TITLE	PHONE	R E L E A S E R
SECURITY CLASSIFICATION		REGRADING INSTRUCTION	

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: PAGE TWO 4399

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, 400KIAS, L. CIP WAS 16, R. CIP WAS 15½. Q BAY 65DEGREES.

KND OF MESSAGE

~~SECRET~~

~~SECRET~~

SYMBOL	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET	INITIALS
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

28 SEP 65 19z

71101

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM:

AL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

TO:

INFO

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.: 23.1PERCENT.

6. T.O. DISTANCE: 5100FT.

7. T.O. SPEED: 190KNOTS.

8. MAX MN: 3.04MN.

9. MAX ALT: 80,000FT.

10. TEMP: 58DEGREES WIND: 270DEGREES/20.

11. TIME OVER 2.0MN: 30MIN.

TIME OVER 2.6MN: 25MIN.

TIME OVER 2.8MN: 20MIN.

TIME OVER 3.0MN: 15MIN.

TIME OVER 50,000FT: 30MIN.

12. PURPOSE: OIL BREATHER PRESSURES, ENGINE BEARING PRESSURES.

ACTION

none

INFO

D Com

CONTROL NO.

DATE	TIME
28	
MONTH	YEAR
SEPT	65
PAGE NO.	NO OF PAGES
1	2

D R A F T E R	TYPED NAME AND TITLE	PHONE	R E L E A S E R	SIG
			TYP	
SECURITY CLASSIFICATION			REGRAING INSTRUCTIO	

R & D

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
~~SECRET~~

FROM:

PAGE TWO 4281

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.

SYMBOL

PAGE NR

NR OF PAGES

SECURITY CLASSIFICATION

INITIALS

JOINT MESSAGEFORM

22 SEP 65 33z

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS
- ~~1 DCC~~
- 1 DCM
- 2 R&D

FR [redacted] DTG [redacted]
 INFO [redacted] W.P. OUT. AFEDL FT [redacted]
 0 [redacted] R&D [redacted] HAS [redacted] FLTEST [redacted]

1. ARTICLE 122, FLT 127, 22 SEPT 1965.
2. PILOT: [redacted].
3. T.O. TIME: 1050 HRS FOR 0 HRS AND 57 MIN.
4. GROSS WEIGHT: 108,700 LBS.
5. C.G.: 22.5 PERCENT.
6. TEMP: 63 DEGREES WIND: CALM.
7. TO 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 ~~REEXX~~ OVER 2.8MN: 10 MIN.
 TIME OVER 3.0MN: 5 MIN.
 TIME OVER 3.2MN: N/A MIN.
 TIME OVER 50,000FT 35 MIN.
12. PURPOSE: FCR/ LEFT ENGINE OIL CONSUMPTION.

ACTION _____
 INFO Deon
 CONTROL NO. 2402-65

DATE <u>22</u>	TIME
MONTH <u>SEPT</u>	YEAR <u>65</u>
PAGE NO. <u>1</u>	NO. OF PAGES <u>2</u>

D R A F T E R	TYPED NAME AND TITLE [redacted]	PHONE [redacted]	R E L E A S E R S T Y [redacted]
	SECURITY CLASSIFICATION	REGRADING INSTRUC [redacted]	

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
~~SECRET~~

FROM:

PAGE TWO

82

13. SUMMARY: TAKEOFF AND CLIMB NORMAL UNDER TUNNEL. AMBER AB LIGHT
CAME ON DURING AB LIGHT OFF. GREEN LIGHT WAS ON MOST OF THE TIME.
CLIMBED WITH STANDARD DOOR SCHEDULE NORTH UNTIL 30,000 POUNDS OF FUEL
REMAINING. MACH HOLD WAS GOOD FOR 15 MINUTES AT 3.0MN. STARTED LEFT
TURN IN MACH HOLD WHICH ~~RECOVERED~~ HELD GOOD. CIP'S MATCHED AT 15.5 AT
400 KEAS AND 3.0MN. RIGHT AFT BYPASS LIGHT BLINKED AT CRUISE. DURING
CRUISE AT 79,000 FEET ARTICLE PITCH DOWN RATHER ABRUPTLY TO MAINTAIN
MACH. MACH DROPPED TO 2.98MN, THEN RECOVERED TO 3.02MN. PILOT SUSPECTED
CHANGING AIR MASS CONDITIONS. Q BAY WENT TO 85 DEGREES WITH FULL COLD.
DESCENT TO 30,000 FEET FOR BREATHER DATA. DESCENT TO PATTERN NORMAL.
CHUTE SLOW TO JETTISON.

END OF MESSAGE

~~SECRET~~
OCT 1955

~~SECRET~~
OCT 1955

SYMBOL

PAGE
NR 2

NR OF
PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

17 SEP 65 542

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM

HAN

TO

140" R&D

PLTEST

INFO

IN R/PAT HERDR PLST

SPECIAL INSTRUCTIONS

SIGGEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&D

1. ARTICLE 122 , FLT 126 , 16 SEPT 1965.

2. PILOT: [REDACTED]

3. T.O. TIME: 1344 HRS FOR 1 HRS AND 08 MIN.

4. GROSS WEIGHT: 111,300 LBS.

5. C.G.: 22 PERCENT.

6. TEMP: 72 DEGREES

WIND: 350? 20KNOTS

7. T.O. DISTANCE: 6500 FT.

8. T.O. SPEED: 210 KNOTS.

9/ MAX MH: 3.03 MH.

10. MAX ALT: 79,000 FT.

11. TIME OVER 2.0MN: 35 MIN.

TIME OVER 2.0MN: 30 MIN.

TIME OVER 2.5MN: 20 MIN.

TIME OVER 3.0MN: 15 MIN.

TIME OVER 3.25N: N/A MIN.

TIME OVER 50,000FT: 35 MIN.

12. PURPOSE: OIL BREATHER AND AD LINGER TEST

ACTION

INFO

DCOM

CONTROL NO.

none

DATE

TIME

MONTH

16

YEAR

PAGE NO.

SEPT

NO. OF PAGES

65

1

2

TYPED NAME AND TITLE

PHONE

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B&D

SECURITY CLASSIFICATION

REGRADING INSTRUCTION

JOINT MESSAGEFORM

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

23 06z

PRECEDENCE ACTION PRIORITY	TYPE MSG (CHECK) BOOK MULTI SINGLE	ACCOUNTING SYMBOL	ORIG OR RETURN TO	CLASSIFICATION OF REFERENCE
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[Redacted]

[Redacted]

- SPECIAL INSTRUCTIONS
- 1-SIGCOM
 - 1-ACOMDR
 - 1-DCO
 - 1-DCM
 - 1-DCS
 - R&D

1. ARTICLE 122 MADE FLT 124 ON 25 AUG. T.O. TIME 1004, DURATION 1:11. GROSS WT 119900, C.G. 19% PERCENT, T.O. DIST 7100 FT, TEMP 70 DEGRESS F, WIND CALM, MAX MACH 3.23, MAX ALT 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION [Redacted] GEAR. AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE TOWARD HOME BASE DURING WHICH ALL [Redacted] 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 REPAIRS BY THE WEEKEND.

ACTION None
 INFO Dean
 CONTROL NO. None

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 TACKOMETER FAILED, ^{IT} THERE WAS WINDMILL VALVE TYPE ROUGH ON LEVEL. THE COCKPIT WAS TOO

DATE 25 1600
 MONTH YEAR
 AUG 65

WRITER

TYPED NAME AND TITLE (Signature, if required)

PHONE [Redacted] PAGE NR. 1 NR. OF PAGES 2

SECURITY CLASSIFICATION

SECRET

R&D OFFICER

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

30 AUG 65 532

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FRC

860 38 70

TO:

INFO

URIPAT HELBO-S

PLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

① ECO

1 DCN

1 M&D

1. ARTICLE 122, FLT 125, 27 AUGUST 1965.

2. PILOT [REDACTED].

3. T.O. TIME: 1155 HRS FOR 1 HRS AND 08 MIN.

4. GROSS WEIGHT: 119,900 LBS.

5. C. G.: 20 PERCENT.

6. TEMP: 80 DEGREES WIND: CALM.

7. T. O. DISTANCE: 8,000 FT.

8. T. O. SPEED: 195 KNOTS.

9. MAX MH: 3.1 MIN.

10. MAX ALT: 78,000 FT.

11. TIME OVER 2,000: 43 MIN.

TIME OVER 2,600: 15 MIN.

TIME OVER 2,800: 30 MIN.

TIME OVER 3,000: 25 MIN.

TIME OVER 3,200: N/A MIN.

TIME OVER 50,000FT: 45 MIN.

12. PURPOSE: PLT TEST [REDACTED] PRODUCTION BOXES.

ACTION	<u>none</u>
INFO	<u>D Com</u>
CONTROL NO.	<u>none</u>

[Handwritten mark]

DATE	30	TIME	
MONTH	AUG	YEAR	65
PAGE NO.	1	NO. OF PAGES	1

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TYPED NAME AND TITLE

PHONE

SIGNATURE

TYPED (or st)

R & D

SECURITY CLASSIFICATION

REGRAING INSTRUCTION

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~ **SECRET**

6 AUG 65 2 06z

TYPE MSG

OUT

PRECEDENCE

ACTION

INFO

PRIORITY

DCOM

FROM:

[Redacted]

8773

INFO

[Redacted] WJL.DAT. AFIGO-S FR

0 RND

TO: 405

[Redacted]

FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCO
- 1-DCM
- 1-R&D

1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT [Redacted] TAKE OFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C. G. 19.7. TAKE OFF DISTANCE 7800 FT, TAKE OFF 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 FT 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS.

2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKE OFF AND CLIMB IN MIN AB TO 25,000 FT. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB UPWARD CURRENT, 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 FT. 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 PITCH TRIM. LEFT TACH WENT TO ZERO 45 MIN AFTER TAKE OFF. DECELERATION PILOT NOTED ENGINES ROUGHNESS

DATE	TIME
6	1430
MONTH	YEAR
AUG	65
PAGE NO.	NO. OF PAGES
1	2

DRAFTER TYPED NAME AND TITLE

PHONE

SECRET

OUT

SIGNATURE

RELEASE TYPE

REGRA

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~ ~~SECRET~~

FROM:

[Redacted]

[Redacted]

3789

~~SECRET~~

NOT, THE RIGHT OIL PRESSURE TRANSMITTER REQUIRES REPLACEMENT,
THE CHUTE WAS SLOW TO OPEN AND JETTISON.

- 3. THERE WAS NO AD'S DURING THE FLIGHT.
- 4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE

SYMBOL

R&D

PAGE NR

2

NR OF PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

~~SECRET~~

BOOK MULTISINGLE

TYPE MSG

PRIORITY

ACTION PRIORITY

INFO ROUTINE

DTG

FROM

HQS

TO:

INFO

WR. PAT. AF160-5 FT

SPECIAL INSTRUCTIONS

1-SigCen

1-Comdr

1-DCS

1-DCM

1-R&D

PLTEST OPS

1. ARTICLE 122 MADE FLIGHT 122, ON 5 AUG. PILOT [REDACTED] TAKE OFF AT 1558 HOURS FOR 1 HOUR 09 MIN. GROSS WT 119,800 LBS, C.G. 20.2 PERCENT. TAKE OFF 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: [REDACTED] 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 BY PASS 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. NUGGET 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 [REDACTED] AT 3.1 MACH AND 74,000 FT MADE 35 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

DATE	TIME
6	1800
PAGE NO.	NO. OF PAGES
	65

TYPED NAME AND TITLE

PHONE

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~~SECRET~~

OUT

A TYPED

SECURITY CLASSIFICATION

REGRAIDING INSTRUCTIONS

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

3406

~~SECRET~~
~~OUT~~

(3 CPS) BETWEEN 6800 AND 6900 RPM. OTHERWISE DECELERATION AND DROPPING NORMAL.

3. CHUTE DID NOT JETTISON IN TAIL WIND. "Q" BAY WENT TO 90 DEGREES AT END OF CRUISE.

END OF MESSAGE

~~SECRET~~
~~OUT~~

SYMBOL

PAGE NR 2

NR OF PAGES 2

SECURITY CLASSIFICATION ~~SECRET~~

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		542	
TYPE MSG	BOOK	MULTI	SINGLE
ACTION		70054	
INFO		ROUTINE	
FROM:		SPECIAL INSTRUCTIONS	
TO:		1 SIG GEN 1 COMDR 1 DCS 1 R&D	
INFO:		17 FIGO-S INR/PAT FLD	
ORS FLTEST 1105			
<p>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.</p> <p>PURPOSE: FLIGHT TEST OF []</p> <p>2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL. [] MADE ONE NORTH TO SOUTH PASS 10 MILES EAST OF THE EGG SITE AT 3.14 MACH AND 78,000 FT. [] WAS UNABLE TO MAKE RADIO CONTACT WITH EGG OR LAC GROUND CONTROL ON THIS RUN. WEAVER MADE A SECOND PASS FROM SOUTHEAST TO NORTHWEST, COMING OVER THE EGG SITE AT 3.14 MACH AND 78,000 FT. RADIO CONTACT WITH EGG AND LAC GROUND CONTROL WAS SATISFACTORY ON THIS PASS. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. INFORMATION CONCERNING ELECTRONIC SYSTEMS OPERATION WILL BE REPORTED BY []</p>			
DATE		TIME	
04		1415	
MONTH		YEAR	
AUG		65	
PAGE NO.		NO. OF PAGES	
1		1	
TYPED NAME AND TITLE	PHONE	SIGNATURE	
[]	[]	[] R&D 11054	
DRAFTER	RELEASER	USAF	
SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS		

~~SECRET~~

~~PRIORITY~~

~~SECRET~~

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

3383

~~SECRET~~

ROUGHNESS BETWEEN 6900 RPM AND 6800 RPM. ROUGHNESS COME DOWN TO .4 MACH.
ON LANDING THE LEFT TACH WENT TO ZERO.

~~SECRET~~

COMMENTS:

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

END OF MESSAGE

~~SECRET~~

~~SECRET~~

SYMBOL

PAGE NR

NR OF PAGES

SECURITY CLASSIFICATION

~~SECRET~~

3284

AFTER TAKE OFF CLIMB MADE IN MAX AB. AT 1.0 MACH WENT TO 50 PERCENT APT 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 OCCURRING 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 OCCURRED FOR REASONS NOT KNOWN AT THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL APT FOLLOWING EACH RESTART.

END OF MESSAGE

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

1517 0 151

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

69081

INFO

DTG

SPECIAL INSTRUCTIONS

FR

TO

3284

INFO

FLTEST

1-SIGCEN

1-COMDR

1-DCO

1-DCM

1-DCS

2-RAD

1. ARTICLE 122, FLT 120, 2 AUG.
2. PILOT [REDACTED].
3. T. O. TIME: 1100 HRS FOR RECORDED 59 MIN.
4. GROSS WEIGHT: 119,100 LBS.
5. C. G.: 19.7 PERCENT.
6. TEMP: 80 WIND: CALM.
7. T. O. DISTANCE: 8900 FT.
8. T. O. SPEED: 210 KNOTS.
9. MAX MB: 2.7 MN.
10. MAX ALT: 69,000 FT.
11. TIME OVER 2.0MN: 20
- TIME OVER 2.4MN: 10
- TIME OVER 2.8MN: None
- TIME OVER 3.0MN: None
- TIME OVER 3.2MN: None
- TIME OVER 50,000FT: 20 MIN.

ACTION None
 INFO DCM
 CONTROL NO. None

9

DATE	TIME
2	1620
MONTH	YEAR
AUG	65
PAGE NO.	NO. OF PAGES
1	2

12. PURPOSE:

DRAFTER	TYPED NAME AND TITLE	PHONE	RELEASE
	[REDACTED]	[REDACTED]	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	
SECRET		RAD	

DD FORM 173 (NOV. 63)

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM PAGE TWO

2151

AGAIN WHEN LEVEL SOUTH BOUND OUT OF TURN. ~~AT 3.14 MACH~~ AT 3.14 MACH
 NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE WARNING WENT ~~OUT~~
 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~~ ANGLE DEVIATIONS. TURNED
 ON SYSTEMS A AND B AT NUGGETT. 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 OF SYSTEMS 7 AND 8
 CAME ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~

~~OUT~~

SYMBOL

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SECURITY CLASSIFICATION

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

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27 JUL 1964 1148Z

TYPE MSG

BOOK MULTIPLE SINGLE

PRIORITY

ACTION

ROUTINE

DTG

SPECIAL INSTRUCTIONS

FROM

TO: HQS

INFO

TEST OPS

1-SigCen

1-Comdr

1-DCS

1-DCO

1-DCM

1-R&D

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, OTHER WISE 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 BY PASS. AT 2.0 MACH WENT AUTO ON FORWARD BY PASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASSIONALLY DROOPED. 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. ACCELERATING

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SECURITY CLASSIFICATION

REGRAIDING INSTRUCTIONS

~~SECRET~~

~~SECRET~~

FROM:

PAGE TWO

3106

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 NORTH.
 AT 1.7MIN, WENT AFT BYPASS TO 50 PERCENT. AT 2.0MIN, WENT FWD DOORS
 AUTO. CIP'S MATCHED DURING ACCEL, BUT A DISPARITY OCCURRED 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 [REDACTED]
 AUTO NAV WKE 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 [REDACTED] FOR ANOTHER PASS
 OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE
 UNSTARTED DURING 2.9MIN 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

SYMBOL	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET	INITIALS
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

~~SECRET~~ ROUTE: [] SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM: []

TO: []

INFO []

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

① DCC

1 DCM

2 R&D

R

1. ARTICLE 122, FLT 118, 22 JULY 1965.
2. PILOT: []
3. T. O. TIME: 1331 HRS FOR HRS AND 54 MIN.
4. GROSS WT: 120,100 LBS.
5. C. G.: 20.2 PERCENT.
6. TEMP: 67 DEGREES. WIND: 180/18.
7. T. O. DISTANCE: 8800 FT.
8. T. O. SPEED: 210 KNOTS.
9. MAX MH: 3.23 MI.
10. MAX ALT: 84,000 FT.
11. TIME OVER 2.0MI: :45.
- TIME OVER 2.6MI: :36.
- TIME OVER 2.8MI: NA.
- TIME OVER 3.0MI: :27.
- TIME OVER 3.2MI: NA.
- TIME OVER 50,000FT: :49.
12. PURPOSE: SYSTEMS TEST

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22	
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JULY	65
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DR A F T E R

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PHONE

R E L E A S E R

SIGNATURE

TYPED (or s) []

R & D

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

3037

TO ROLL 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 2.85 MN. 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 MESSAGE

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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FORM

CLASSIFICATION

~~SECRET~~

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE

ACTION **PRIORITY**

INFO **ROUTINE**

FR

TO

TO

INFO

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCS

1 DCM

2 R&D

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 - 15MIN, 3.2MN - 10MIN. TIME OVER 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 788(L) AND 798(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

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	SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS			

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

PAGE TWO - 2918

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 1.0MN AND SMOOTH WAS UNSUCCESSFUL. RESTART ACCOMPLISHED FINALLY AT .85MN, 20,000FT, CIP 10 PSI. LANDING AND CHUTE SATISFACTORY. CIP'S DURING CRUISE WERE 15 AND 16 PSI. FLIGHT WAS CONSIDERED SATISFACTORY TO PROCEED WITH TESTING AND 122 IS TENTATIVELY SCHEDULED TO MAKE AN TEST FLIGHT ON TUESDAY, 20 JULY.

END OF MESSAGE

~~SECRET~~

SYMBOL

PAGE NR 2

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SECURITY CLASSIFICATION

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INITIALS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

13 JUL 65 0324Z

681

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS
- 1 ~~DCO~~
- 1 DCM
- 2 R&D

FROM

TO

INFO

0 R+D

318

W.R. PAT. FLT. AFICU-S

1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT: [] T.O.

TIME: 1614, DURATION: 1HR AND 1MIN. GROSS WEIGHT: 109,800LBS, C.G. 20.5PERCENT, T.O. DISTANCE: 6700FT, T.O. SPEED: 195KNOTS, TEMP: 85DEG, WIND: 360DEG/5. MAX MN: 3.24, MAX ALT: 78,000. TIME OVER 2.0MN - 40MIN; 2.6MN - 36MIN; 2.8MN - 34MIN; 3.0MN - 30MIN; 3.2MN - 20MIN. PURPOSE: INLET PCF AND ENGINE NO TRIM TEST.

2. ENGINES WERE TRIMMED TO 805 AND 800DEG ON END OF RUNWAY.

DURING CLIMB OUT OVER [] LEFT WENT TO 838DEG AND RIGHT TO 780DEG. DURING CLIMB IN AB, LEFT WENT TO 858DEG AND THE AUTO DERICHER ACTIVATED AND LOWERED IT 100DEG. PILOT RECYCLED AND TRIMMED TO 760DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0MN. ARTICLE REACHED 3.2MN IN TURN AND CRUISED 15 TO 20MIN. CIP'S WERE 3/2 PSI APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI STRAIGHT AND LEVEL. DECEL TO 2.5MN WAS SATISFACTORY. LEFT ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0MN ENGINE WAS AGAIN

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MONTH	YEAR
JULY	65
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 TYPE
 R & D

REGRADING INSTRUCTIONS

(PAGE TWO)

2223

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~~

SYMBOL

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NR

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PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1
MAY 55

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

PRIORITY

0015

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- ①-DCO
- 1-DCM
- 1-R&D

INFO

TO:

FLTEST

OPS

1. ARTICLE 122 MADE FLT 115 ON 14 JULY 1965, PILOT [REDACTED] TAKE OFF AT 16:21 FOR 1 HOR 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 83,000 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 UHG WAS GARBLED ON THE GROUND, IN THE AIR, AND ON INTERCOM.
4. THE ENGINES WERE NOT ~~EX~~TRIMMED BEFORE TAKE OFF AND THE EGT'S WERE: RIGHT 805 DEGREES, LEFT 780 DEGREES.
5. AFTER TAKE OFF ACCELERATION WAS POOR TRANSCONICALLY AND WHEN M2.48 WAS REACHED THE FIRST OF A SERIES OF 15 TO 20 AD'S OCCURRED. PILOT FINALLY RESORTED TO CLOSING FORWARD BY PASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE ON OUT TO M3.2. ARTICLE WAS ROUGH THROUGH M3.2 CRUISE. WHEN REDUCING TO MILITARY POWER A BRIEF OVERTEMP OCCURRED WHICH THE PILOT SAVED BY QUICK DOWNTRIM.

9

DATE	TIME
14	1915
MONTH	YEAR
JULY	65
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1	2

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SIGNATURE

NORMAN E. NELSON

SECURITY CLASSIFICATION

~~SECRET~~

REGRADING INSTRUCTIONS

~~SECRET~~
JOINT MESSAGE FORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

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TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE
ACTION
INFO

PRIORITY 69428
DTG

FROM: [] 2736

TO: [] HQS INFO R+D []

WR. DAT. AFICDS FE

SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMR
- 1-DCO
- 1-DCM
- 1-R&D
- 1-DCS

1. ARTICLE 122 MADE FLT 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 ALT 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 ACHEDULE 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

DATE	TIME
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MONTH	YEAR
JULY	65
PAGE NO.	NO. OF PAGES
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DRAFTER TYPED NAME AND TITLE PHONE

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SECURITY CLASSIFICATION ~~SECRET~~

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OUT

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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5 JUL 65 15 17z

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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>	9		
INFO				

FROM: HQS
[] 1468

SPECIAL INSTRUCTIONS

TO:

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REF: [] 2736

REQUEST CLARIFICATION OF REF WIRE. MAX ALT QUOTED AS 67,000 FT ALTHOUGH SUMMARY INDICATES CABIN AND Q BAY PRESSURIZATION WERE LOST AND MAX ALTITUDE WAS 37,000 FT.

END OF MESSAGE

Refer to flt 114 on #122.

Section	Act
Comdr	-
Chrono	-
DCS	
DCO (2)	Ⓢ
DCM (2)	-
Secur	
HGR	
H-1	
H-2C	
H-2E	
H-2H	
H-2M	
H-2P	
HGR/M	
R&D	-
Admin	
Commo	
Finan	
Medic	
WEA	
AFCS	
Milpers	
TEST	

ACTION _____
INFO _____
CONTROL NO. <u>1526-65</u>

DATE	TIME
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MONTH	YEAR
JUL	65

WRITER	SYMBOL		SIGNATURE	
	TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME AND TITLE	
	PHONE	PAGE NR. 1	NR. OF PAGES 1	RELEASEE
	SECURITY CLASSIFICATION			

FROM [REDACTED]

2703

~~SECRET~~

SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVER
TEMP. 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 [REDACTED]
COMPLAINED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION
WAS TO BE TERMINATED BEFORE CIT REACHED 40 DEGREES. LANDING
NORMAL, CHUTE SLOW TO JETTISON.

3. [REDACTED] COMMENTS:

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

B. RADIO WEAK, GARBLED AND SCRATCHY.

END OF MESSAGE

SYMBOL R&D	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET	INITIALS
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SECRET
JOINT MESSAGE FORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION
SECRET

OUT

TYPE MSG BOOK MULTI SINGLE

1 JUL 65 062

06:35

PRECEDENCE
ACTION

INFO

DTG

SPECIAL INSTRUCTIONS

FROM: HQS []

TO: [] INFO [] [] []

[] PLTEST OPS

1. ARTICLE 122 MADE FLT 113 1 JULY 65, PILOT []
 TAKE OFF AT OSOL 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 60 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: DE RICHMONT 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 BOT SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET
 ROUGHNESS. THERE WAS NO ACCELERATION NOTED WITH THIS CONFIGURATION,
 SO THEN WE 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 TACK WENT TO ZERO. CRUISED
 3.2 MACH, NOTED EGT GAGES JIGGLING AND SOME FREQUENCY IN HEADSET
 AT 3.2 MACH. ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER
 CHANGES. DECELERATION OPENED FORWARD CLOSED AFT BYPASS. LEFT

DATE	TIME
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JULY	65
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SECURITY CLASSIFICATION
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REGRADING INSTRUCTIONS

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

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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 DECLERATION 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 SEART 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.

KND OF MESSAGE

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☆ U. S. G. OFFICE: 1962-644744

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JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

SECRET

TYPE MSG

OUT

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PRIORITY

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ROUTINE

DTG

FROM:

TO:

OPS FLT-8T

INFO:

SPECIAL INSTRUCTIONS

- 1 SIG GEN
- 1 COMDR
- ① DCO
- 1 DCS
- 1 DCM
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 112 ON 29 JUN 65. PILOT [REDACTED] TAKE OFF AT 0825 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WT 109,900 LBS, C.G. 13.5 PERCENT, TAKE OFF DISTANCE 7,000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4280 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: NFC EVALUATION AND AIR STARTS IN DERICHED CONDITION. CONFIGURATION: 3.2 AND MANUALLY CONTROLLED FUEL DERICHMENT VALVES ON BOTH NFC. YJ-YJ ENGINES - BENDIX NFC ON THE LEFT AND A HS FROSTY NFC ON THE RIGHT.

2. TAKE OFF AND CLIMB ON A 400 KEAS SCHEDULE WITH BOTH FORWARD AND AFT DOORS CLOSED. AT 1.7 MN 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 2.9. EACH TIME HE GOT THE UNSTART THE AFT DOORS WERE GOING TO 50

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SECURITY CLASSIFICATION

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

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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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28 JUN 65 03z

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ROUTINE

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FROM:

[Redacted]

TO:

HQS

INFO:

DELIGOS - NR/PAT - FTST

SPECIAL INSTRUCTIONS

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 2 DCO
- 2 R&D

OPS FLTEST

1. ARTICLE 122 MADE FLT 111 ON 28 JUN 65. PILOT: [Redacted]

TAKE

OFF AT 11:11 HOURS FOR 1 HOUR AND 3 MINUTES. GROSS WEIGHT 111,400 LBS, C.G. 19.6 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, Y&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 MM. 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.

AT 2.15 MI WENT TO FULL A/D AND ACTIVATED BOTH DERICHMENT VALVES

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FROM:

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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 MESSAGE

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JOINT MESSAGEFORM

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17 JUN 65 00z

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SPECIAL INSTRUCTIONS

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TO:

HQS

INFO:

AF1605-WR/PAT-TTST

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCO
- 1 DCM
- 2 R&D

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 TO 2.81 MACH. ROUGHNESS PICKED UP AT 1.9 ON ACCELERATION, A SECOND ROUGHNESS APPEARED AT 2.17 MACH WHEN BY PASS BLEEDS OPENED AND A THIRD ROUGHNESS APPEARED DURING MANIPULATION OF THE INLET SPIKE AND BY PASS DOORS BETWEEN 2.5 AND 2.8 MACH. FLIGHT ACCOMPLISHED WITH WINDMILL BY PASS VALVE ON ENGINE WHICH HAD PREVIOUSLY GIVEN

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ROUGHNESS ALL TESTS SCHEDULED ON FLY-IT CARD ACCOMPLISHED AND

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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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JOINT MESSAGEFORM

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ROUTINE

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FROM:

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TO:

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SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCO
- 1 DCS
- 1 DCM
- 2 R&D

OPS FLTESTS

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

TAKE OFF AT 1456 HOURS FOR 51 MINUTES. GROSS WEIGHT 110,000 LBS, C.G. 20 PERCENT, TAKE OFF DISTANCE 6600 FT, TAKE OFF SPEED 205 KNOTS, PRESSURE ALTITUDE 4400 FT, TEMPERATURE 77 DEGREES, WIND 200/7, MAX SPEED 2.3 MACH, MAX ALTITUDE 76,000 FT, 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 [] WAS REACHING FOR THE SWITCH TO PUT

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JOINT MESSAGEFORM - CONTINUATION SHEET

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PILOT COMMENTS:

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

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JOINT MESSAGEFORM

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- 1 SIGCEN
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- 2 R&D

1. ARTICLE 122, FLT 109, ON 18 JUNE. PILOT:

TAKEOFF AT 0935 FOR 35 MIN. TAKEOFF SPEED: 205 KNOTS, TAKEOFF
 DISTANCE: 6400 FT. MAX ALT: 55,000FT, MAX MN: 2.0MN, TEMP: 61 DEG,
 WIND: 330 DEG/4 KNOTS.

2. PURPOSES: 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
 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
 ENGINE STALLED CONTINUOUSLY DOWN TO 1.7MN. ARTICLE WAS SHAKING
 VIOLENTLY DURING COMPRESSOR STALLS. IGV (INLET GUIDE VANE) LIGHT
 CAME ON INTERMITTENTLY. DECELERATION, LANDING, CHUTE NORMAL.

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TO: [redacted] INFO

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- SPECIAL INSTRUCTIONS
- 1 SIGCEN
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1. ARTICLE 122, FLT 106, ON 9 JUNE. PILOT: [redacted] TAKEOFF AT 1404HRS, FOR 55MIN. GROSS WT: 110LBS, C. G. 20 PERCENT, TAKEOFF DISTANCE: 660OFT, TAKEOFF SPEED 205KNOTS, TEMP: 75 DEG, WIND: 0 - 4 VAR, MAX MACH: 3.22, MAX ALT: 81,000OFT. TIME OVER 50,000OFT - 35 MIN; 2.0MN - 35 MIN 2.6MN - 25 MIN; 3.0MN - 10 MIN; 3.2MN - 5 MIN. PURPOSE: JJ ENGINE ROUGHNESS INVESTIGATION. SUMMARY: TAKEOFF AND CLIMB NORMAL EXCEPT LEFT BURNER WAS SLOW TO LIGHT. 400 KEAS CLIMB INITIATED. AT 1.7MN FWD DOORS AUTO ACCELERATING TO 2.55MN 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. [redacted] THEN SET OSCILLAGRAPH TO HIGH TO RECORD THE ROUGHNESS. AT 2.6MN, RETARDED BOTH THROTTLES BELOW MILITARY AND DECELERATED TO 2.51MN. THEN ACCELERATED OUT TO 2.66MN WITH NO ROUGHNESS. CONTINUED ACCEL. RIGHT ENGINE EGT WENT TO 828 AT 2.75MN AND WAS TRIMMED DOWN. NOTED A LARGE SPLIT IN CIP'S AT 2.98 TO 3.0MN. 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.

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SPECIAL INSTRUCTIONS

- 1-SIGCEN
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- 1-DCS

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 INSTALLED THE VALVE IN ANOTHER AIRCRAFT TO FURTHER VERIFY. MANY EVENT, THIS APPEARS TO BE THE CAUSE AND THIS PROBLEM SHOULD BE CONSIDERED CLEARED UP.

END OF MESSAGE

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FLTEST OPS

SPECIAL INSTRUCTIONS

- 1 SIGCEN
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ARTICLE 122, FLT 105, FLOWN 9 JUNE 1965. PILOT: [REDACTED]

TAKEOFF AT 0709HRS FOR 58MIN. MAX SPEED 2.84MN, MAX ALT 75,000FT.

TAKEOFF GROSS WT 109,000LBS. C. G. 20 PERCENT. TEMP 47 DEG, WIND

CALM. TAKEOFF DISTANCE: 6300FT, TAKEOFF SPEED: 200 KNOTS. TIME

ABOVE 2.0MN - 35 MIN; 2.6MN - 15 MIN; 2.8MN - 10 MIN; 50,000FT - 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 SLOW IN LIGHTING. THERE WAS TURBULENCE NOTED AT 45,000FT

CLIMBING. AT 2.15MN, 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 [REDACTED]

THE RIGHT ENGINE EGT STARTED TO CLIMB ABOVE 826 DEG, WAS TRIMMED DOWN.

AFTER TURN, INVESTIGATED ROUGHNESS FURTHER. FOUND NONE. DECEL NORMAL.

IN PATTERN [REDACTED] FOUND GEAR HANDLE LOOSE IN HIS HAND, COULD NOT

RE-INSTALL IT, WENT TO EMERGENCY SYSTEM, DROPPED GEAR/LANDING, CHUTE

NORMAL.

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

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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2246

DECEL. PILOT NOTED ROUGHNESS AND LEFT FUEL FLOW OSCILLATION BETWEEN 5000 AND 15000LBS 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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SPECIAL INSTRUCTIONS

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- 1-R&D

1. ARTICLE 122 MADE FLT 104 ON 3 JUNE. PILOT [] TAKE OFF AT 0724 FOR 1 HOUR AND :04 MIN. MISSION: INVESTIGATION OF ROUGHNESS ON "JJ" ENGINE. GROSS WEIGHT 114 LBS, C.G. 20.2 PERCENT, TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 215 KTS, WIND LIGHT AND VARIABLE. MAX SPEED 2.8 MACH, MAX ALT 70,000 FT. TIME OVER 2.0 MACH THIS FLT 20 MINUTES, TIME OVER 2.6 MACH - 15 MIN, TIME OVER 50,000 FT - 20 MIN.

2. RT ENGINE STARTED ROUGH. CART CUT OUT AT 2900 RPM. ENGINE WENT TO 3400 THEN 3900 IDLE. PILOT BANGED ON THROTTLE TO BRING IDLE TO 3650 RPM. LEFT ENGINE STARTED OK. THE LEFT AB WAS 3 SECONDS SLOW TO LIGHT ON TAKE OFF. 6 TO 8 SECONDS TO LIGHT DURING REMAINDER OF FLT. CLIMB NORMAL. AT 2.14 MACH MILITARY POWER PICKED UP ROUGHNESS RE-LIT AFTERBURNER. ROUGHNESS PERSISTEN TO 2.74 MACH. REDUCING FROM MAX BURNER TO MIN BURNER INCREASED ROUGHNESS. VARIATION OF DOOR POSITION DID NOT AFFECT ROUGHNESS. RIGHT CIP WAS 1 3/4 LBS LOWER THAN LEFT. DECELERATED DOWN TO 2.2 MACH WITH ROUGHNESS. PLACED FORWARD DOORS AUTO, AFT DOORS 50 PERCENT OPEN LIT BURNERS, ACCELERATED TO 2.8 MACH. PILOT THEN TRIMMED EGT DOWN TO 720 DEGREES, RPM DROPPED TO 7,000.



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JOINT MESSAGEFORM - CONTINUATION SHEET

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IRS IN AUTO NAV NEEDLE TOO SENSITIVE TO FLY.



COMMENTS: GEAR HANDLE SCREW FELL OUT.

END OF MESSAGE

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SECURITY CLASSIFICATION

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INITIALS

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

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SPECIAL INSTRUCTIONS

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INFO

FLTEST OPS

1-SigCen

1-Comdr

1-DCS

1-DCO

1-DCM

1-R&D

1. ARTICLE 122 MADE FLIGHT 103 ON 28 MAY. PILOT [REDACTED] 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

DATE 28	TIME 1130
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- R&D

SECURITY CLASSIFICATION

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REGRADING INSTRUCTIONS

DD FORM 173 1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401

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FROM:

2128

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OUT

PAGE TWO

AT 2.48 MACH LEFT BLINKING FIRE WARNING NOTED. VERIFIED AS FIRE. CONTINUED DECELERATING TO 1.88 MACH WHERE LEFT SIDE UNSTARTED THEN FLAMED OUT. TRIED RELIGHT, CIP 7, 350 KEAS, $\frac{1}{2}$ THROTTLE LIT OFF OK BUT WAS VERY ROUGH SO PILOT SHUT ENGINE DOWN. PILOT CAME HOME ON RIGHT ENGINE. AT 28,000 FT, 350 KEAS, TRIED RELIGHT, CHASE VERIFIED BOTH TEB AND FUEL FLOW. ENGINE DID NOT RELIGHT. SWITCHED TO ALTERNATE BRAKES, LANDING AND CHUTE NORMAL FOR ONE ENGINE.

PILOT COMMENTS:

1. FIRE WARNING SYSTEM REMAINED ON WITH ENGINE SHUT DOWN AND COLD.
2. PARACHUTE UNCOMFORTABLE.
3. BALLOON BEHIND PILOT WENT FLAT DURING TAKE OFF.

END OF MESSAGE

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SECURITY CLASSIFICATION

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JOINT MESSAGEFORM CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

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1869

OUT

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

END OF MESSAGE

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DD FORM 173-1
1 MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

OUT

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

TYPE MSG

OUT

PRECEDENCE

PRIORITY

ACTION

ROUTINE

DTG

FROM:

TO:

FLEET OPS

INFO:

SPECIAL INSTRUCTIONS

SIG GEN

- 1 COMDR
- 1 DCO
- 1 DCS
- 1 DCM
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 102 ON 19 MAY 65. 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+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: Q-BAY TEMPERATURE WENT TO 90 DEGREES WHILE TAXILING 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

FIELD MOMENTARILY BUT IT WOULD SLOWLY ROLL BACK TO THE LEFT. MADE A

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SECURITY CLASSIFICATION

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REGARDING INSTRUCTIONS

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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

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R&D

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DD FORM 173-1
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JOINT MESSAGEFORM

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FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SIGCFN
- 1-COMDR
- 1-~~CCO~~
- 1-DCM
- 1-DCS
- 1-R&D

1. ARTICLE 122 MADE FLIGHT 101 ON 18 MAY, PILOT [] FOR 1 HOUR AND 2 MIN. TAKE OFF AT 1525L. MISSION: SYSTEM TESTING. GROSS WT 108,500 LBS, C.G. 19.5. TAKE OFF DISTANCE 8100 FT, TAKE OFF SPEED 205 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

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DD FORM 173 1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

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SECURITY CLASSIFICATION

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13 MAY 65 01 12z

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SPECIAL INSTRUCTIONS

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FLTEST OPS

- 1-SIGCIN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-DCS
- 1-DAF

1. ARTICLE 122 MADE FLIGHT 99, 12 MAY 65, PILOT [Redacted]

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 CUTOFF 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

POUND LOWER. WENT TO 350 KEAS AT 80,000 FT. AFTER 5 MIN THE INS

CIP STARTED WANDERING. R HYDRO SYSTEM FLUCTUATED 500 PSI. WENT

OVER BASE AT 3.2 MACH, DECELERATED IN MIL POWER WITH NUMEROUS

DATE	TIME
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DD FORM 173 1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

* GPO : 1964 O-734-401

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SECURITY CLASSIFICATION

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SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-DCS
- 1-H&D

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 73 DEGREES, WIND 300/8 KNOTS. MAX SPEED 3.23 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH 29 MIN, TIME OVER 2.6 20 MIN, TIME OVER 3.0 15 MIN, TIME OVER 3.2 12 MIN.

2. TAKE OFF AND CLIMB NORMAL AT 400 KIAS. [] ADVISED TO TURN ON SYSTEM? GREEN LIGHTS CAME ON IN COCKPIT. ADFLEW 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 HEAD 1890 KNOTS AT 3.2 MACH SOUTH BOUND. DECELERATED TO 1.4 MACH 350 KNOTS. CHOPPED RIGHT ENGINE TO IDLE THEN OFF. RELATE WITH 24 TEB SYSTEM SATISFACTORILY. LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

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REGRADING INSTRUCTIONS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION **SECRET**

12 MAY 65 39z

TYPE MSG **OUT**

PRECEDENCE **PRIORITY**

ACTION INFO

FROM: [redacted] 1700

TO: [redacted] 405

FLTEST OPS

INFO: *ARTIC 122 WRIPAT*

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- ① DCO
- 1 DCS
- 1 DCM
- 2 R&D

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

TAKE OFF 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. ROT'S WERE VERY LOW. CONTINUED TO CLIMB AT 360 KEAS THRU .9 MN AND UP. FELT A STRONG BUZZ IN THE RUDDERS AT 2.0 MN. ENGAGED AUTOPILOT AND IT 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 BY PASS DOORS IN TURN WITH FORWARDS 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

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SECURITY CLASSIFICATION **SECRET**

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

3. ~~REDACTED~~ COMMENTS. ROLLING INTO FIRST TURN IN AUTO NAV

ARTICLE ROLLED UP TO 60 DEGREES BEFORE PILOT ENGAGED.

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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OUT

FROM:

1722

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% 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 7½ PSI. GOT A RELITE AT MN
 1.1. DESCENT AND LANDING WERE NORMAL.

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DD FORM 173-1
MAY 55

JOINT MESSAGEFORM

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8 MAY 65 11z

68321

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK			
INFO ROUTINE	MULTI			
	SINGLE			

FROM: [Redacted] 1805

TO: HQS INFO [Redacted] NR/PAT-DFIGO-S-FTST

[Redacted] R&D

[Redacted] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCM
- 1-DCO
- 1-R&D

1. ARTICLE 122 MADE FLIGHT 97 ON 6 MAY 65. PILOT [Redacted], TAKE OFF AT 1322 FOR 1 HOUR AND 2 MINUTES. MISSION: SYSTEMS A AND C TEST. GROSS WEIGHT 109,700 LBS, C.G. 20.2 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 210 KTS, WIND 320/8 KNOTS. MAX SPEED 1.46 M, MAX ALT 47,000 FT.

2. BOTH ENGINES STARTED NORMALLY. INS WOULD NOT CHECKOUT BEFORE TAKE OFF. SYSTEM A WOULD NOT WORK ON GROUND BUT WORKED OK IN FLIGHT. TAKE OFF AND CLIMB NORMAL, WAS VECTORED BY NUGGET CONTROL AROUND COURSE. NUGGET 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 SYTEM LOOKED GOOD.

END OF MESSAGE

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JOINT MESSAGEFORM

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5 MAY 65 01 07z

68278

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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INFO				

[Redacted] 1593

TO: [Redacted] HQS INFO [Redacted] WRIPAT AFICOS FTU [Redacted]
 [Redacted] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SIGCEK
- 1-COMDR
- 1-R&D
- 1-DCO
- 1-DCH
- 1-DCS

Q

1. ARTICLE 122 MADE FLIGHT 95 4 MAY 65, PILOT [Redacted] TAKE OFF AT 1359 FOR 56 MINUTES. MISSION: SYSTEMS A AND B. CROSSWEIGHT 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. RUMUP INDICATED BLEEDS NOT OPEN, VISUALLY CHECKED OK. TAKE OFF CLIMB NORMAL, IRS TRACK GOOD. SYSTEM A TURNED ON. SYSTEM B TURNED ON AT BUCGET 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.

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REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

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TO:

OPS FLTEST

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 2 DCO
- 2 HAD

1. ARTICLE 122 MADE FLT 96 ON 5 MAY 65. PILOT: [] TAKE OFF

AT 1437 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,100 LBS, C.G. 20.3 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4560 FT, TEMPERATURE 60 DEGREES, WIND 300/24, MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 50,000 FT, TIME OVER 2.0 H/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.

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REGRAING INSTRUCTIONS

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FROM:

[Redacted]

1540

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 [Redacted] 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. [Redacted] 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 MESSAGE

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OUT

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

TYPE MSG BOOK MULTI SINGLE

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TO:

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68225

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DGO
- 2 R&D

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, TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE

ALTITUDE 4253 FT, TEMPERATURE 78 DEGREES, WIND 200/20 G-28, MAXIMUM SPEED

3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0 MACH THIS FLT 30

MINUTES, TIME OVER 2.6 MACH THIS FLT 25 MINUTES, TIME OVER 2.8 MACH

THIS FLT 22 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTS, TIME AT

3.20 MACH THIS FLT 12 MINUTES, TIME OVER 50,000 FT THIS FLT 30 MINUTES.

PURPOSE: INLET SYSTEM AND 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. APT BY-PASS TO 50 PERCENT OPEN AT 1.7 MACH AND FWD

BY-PASS DOORS TO AUTO AT 2.0 MACH. APT BY-PASS CLOSED AT 2.8 MACH AT WHICH TIME

RIGHT EXHIBIT CIP DROPPED 2 PSI BELOW LEFT SIDE.

STARTED 180 DEGREE TURN FOR RETURN TO BASE WHEN AT 3.0 MACH ACFT

WOULD NOT ACCELERATE PAST 3.0 MACH AND FULL A/B WHILE ACFT WAS IN

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SECURITY CLASSIFICATION

REGRAIDING INSTRUCTIONS

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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1478

~~OUT~~

AUTOPILOT OFF. AT 2.65 WENT TO 50 PERCENT OPEN FORWARD BY PASS AND CLOSED AFT ON LEFT SIDE. GOT AN UNSTART WHICH CLEARED BY OPENING BOTH DOORS. FORWARD DOORS THEN WENT CLOSED IN AUTO AND ACCELERATION SKEMED 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 15-17½. AT 3.2 LEFT OIL PRESSURE WENT DOWN TO 30 PSI. STARTED DECELERATION AND AT 2.96 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 BY PASS 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 7½, 360-370 KEAS AND 3500 RPM WITHOUT SUCCESS. ALSO NO SUCCESS AT 1.06. GOT AN ENGINE START AT .88 MN AND CIP 8½. THE RIGHT ENGINE WAS A YJ CONFIGURATION. LANDING WAS NOEMAL.

END OF MESSAGE

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

20 APR 65 43z

TYPE MSG

OUT

PRECEDENCE

PRIORITY

ACTION

INFO

DTG

SPECIAL INSTRUCTIONS

TO:

INFO:

WR.PAT. AFIC0-5

FTQ

FLTEST OPS

- 1 SIG CEN
- 1 COMDR
- 1 **DCD**
- 1 DCS
- 1 DGN
- 2 R&D

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 090, 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 BY PASS DOORS AT 1.7 MN, THEN TO AUTO POSITION AT 2.0. GOT A SLIGHT BUDDER VIBRATION AT 2.1 MN. HAD AN UNSTART ON THE RIGHT SIDE AT 2.24. CLEARED BY OPENING FORWARD BY PASS DOORS. WENT TO AUTO ON THE RIGHT AT 2.3 MN. ENGAGED AUTOPILOT IN PITCH AND ROLL AT 2.4 AND GOT A CONTINUOUS

DATE	TIME
27	1600
MONTH	YEAR
APR	65
PAGE NO.	NO. OF PAGES
2	2

PITCHER CLIMBED ALTITUDE WHICH HE COULD NOT TRIM

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SECURITY CLASSIFICATION

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OUT

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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1311

OF THE 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

SYMBOL

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SECURITY CLASSIFICATION

DD FORM 173-1
MAY 55

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

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21 APR 65 39z

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

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INFO

ROUTINE

DTG

SPECIAL INSTRUCTIONS

FROM:

TO:

INFO

FLTEST OPS

1-SIGCOM
1-COMDR
1-~~CCO~~
1-DCM
1-DCS
1-R&D

1. ARTICLE 122 MADE FLIGHT 92 20 APRIL, PILOT

TAKE OFF AT 1136 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. TRIPPED 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

DATE	TIME
20	1535
MONTH	YEAR
APR	65
PAGE NO.	NO. OF PAGES

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SIGNATURE

SECURITY CLASSIFICATION

REGRA INSTRUCTIONS

DD FORM 173
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

* GPO : 1964 O-734-401

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATIONS CENTER USE

OUT

67288

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			

FROM: []

TO: *HOS* [] *INFO* *ACCNS* *WRDOUT* []

10" R+D [] *FLTEST*

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 2 RGD
- 1 DCS
- ① DCO
- 1 DCM

1. ARTICLE 122 MADE FLIGHT 91, ON 16 APR. PILOT: []

TAKOFF AT 1221 HOURS, FOR 1 HOUR AND 2 MINUTES. MISSION: FCF, GROSS WEIGHT: 105,000 POUNDS, C.G.: 21.2 PERCENT, TAKEOFF DISTANCE 6800 FEET, TAKEOFF SPEED: 205 KNOTS, TEMPERATURE: 60 DEGREES, WIND: 270/10. MAX SPEED: 2.8, MAX ALT: 69,000 FEET, TIME OVER 2.0 THIS FLIGHT: 25 MINUTES, TIME OVER 2.6 MACH: 5 MINUTES. TIME OVER 50,000 FEET: 25 MINUTES.

2. SUMMARY: CLIMB FUEL FLOWS AFTER TAKEOFF WERE 27,200 POUNDS LEFT, 33,700 POUNDS RIGHT. PILOT HELD 2 DEGREES RUDDER TRIM. AT 2.18 MACH 2 ENGINE STALLS OCCURRED. RIGHT APT BYPASS LIGHT BLINKED 6 TIMES RAPIDLY WENT TO MIN BURNER. EASED POWER BACK UP. MATCHED EVEN FLOWS BY RETARDING LEFT THROTTLE. ROUGHNESS NOTED AT 2.7 MACH. UNSTART AT 2.8 MACH, RESTART OK. CIP'S NOTED AT 2.77 MACH WERE BOTH 13. NUMEROUS STALLS AND UNSTARTS DURING REMAINDER OF FLIGHT.

DATE	TIME
16	1545
MONTH	YEAR
APR	65

WRITER	SYMBOL		RELEASING OFFICER	
	TYPED NAME AND TITLE (Signature, if required)			
	PHONE	PAGE NR. 1		NR. OF PAGES 2
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ASST DCS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

29 APR 65 19z

TYPE MSG

BOOK

MULTI

SINGLE

68015

PRECEDENCE

ACTION ROUTINE

INFO

DTG

FROM:

TO:

OXCART

REF:

1300

1303

SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCS
- 1-R&D
- 1-DUMMY DCS

MALFUNCTION WAS CAUSED WHEN RIGHT BYPASS DOORS CYCLED FULL
 CLOSED AFTER PILOT SELECTED AUTOMATIC FUNCTION.

END OF MESSAGE

*Pertains to flight report on
 #122 on 16 April 65*



ACTION _____
 INFO DCOM
 CONTROL NO. FLY RECORDS

DATE	TIME
21	0945
MONTH	YEAR
APR	65
PAGE NO.	NO. OF PAGES
1	1

DRAFTER	TYPED NAME AND TITLE	PHONE	RELEASER	SIGNATURE

SECURITY CLASSIFICATION	REGRADING INSTRUCTIONS
SECRET	

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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19 FEB 65 537
SPACE BELOW RESERVED FOR COMMUNICATION CENTER

67016

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK	MULTI	SINGLE			
INFO: ROUTINE						

305
WADEN AF 14-2 ETC

INFO []
FLTEST OPS

1. AIRCRAFT 122 MADE FLIGHT 90 19 FEB 1965. PILOT []
MAX MACH 3.25, MAX ALT 81,000 FT. TAKE OFF TIME 12:39, DURATION 1
HOUR 17 MINUTES. TAKE OFF GROSS WEIGHT 109,500 LBS, C.G. 20.5 PER
CENT. TAKE OFF TEMP 60 DEGREES, DISTANCE 6,200, SPEED 200 KIAS,
WIND CALM. TIME ABOVE M2.0, 35 MIN; 2.6, 25 MIN; 3.0, 19 MIN; 3.2,
15 MIN; ABOVE 50,000 FT 35 MIN. PURPOSE: IN FLIGHT SURGE CHARACT-
ERISTICS 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 RESULT-
ED IN SEVERAL UNSTARTS FROM M 2.4 DOWN TO M 2.2. RESTARTS SATISFACTORY.

5. NORMAL LANDING AND CHUTE DEPLOYMENT.

- SPECIAL INSTRUCTION
- 1-SigCen
 - 1-Comdr
 - 1-DCS
 - 1-DCM
 - 1-DCO
 - 1-R&D

DATE	TIME
19	1600
MONTH	YEAR
FEB	65

SYMBOL - END OF MESSAGE -

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SECURITY CLASS []

PAGE NR. 1 NR. OF PAGES 1

WRITER []

RELEASES []

R & D OFFICER

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

PAGE TWO

1303

LANDING NORMAL. CHUTE NORMAL.



COMMENT: BOTH INLET AND ENGINE PROBLEMS WERE

PRESENT DURING THIS FLIGHT. FURTHER ANALYSIS OF DATA

REQUIRED.

END OF MESSAGE

SYMBOL

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INITIALS

~~SECRET~~

FROM:

[Redacted]

007

2.2 IN 3 MINUTES WHEN LEFT ENGINE STALLED SEVERAL TIME. 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 850 DEGREES MOMENTARILY. REDUCED POWER AND TRIM.
 NO NOZZLE INSTABILITY AT ANY TIME. LANDING AND CHUTE OPERATION NORMAL.

END OF MESSAGE

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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OUT

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PRIORITY

ACTION INFO	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FROM: [] 0357 []

TO: [] HQS INFO: []
[] OPS FLTEST

SPECIAL INSTRUCTIONS

- 1 SIC CEN
- 1 COMR
- 1 DCS
- 1 DCM
- 1 DCO
- 2 RAD

1. ARTICLE 122 MADE FLT 89 ON 18 FEB 65. PILOT: []
 TAKE OFF AT 1155 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT
 109,700 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF
 SPEED 210 KTS, PRESSURE ALTITUDE 4044 FT, TEMPERATURE 60 DEGREES,
 WIND 120/8, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME
 OVER 2.0 MACH THIS FLT 10 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTES.
 PURPOSE: FCF. DETERMINE INFLT SURGE CHARACTERISTICS, DETERMINE FUEL
 CHECK
 SCHEDULING CHARACTERISTICS AND NOZZLE STABILITY CHARACTERISTICS OF THE
 CONTROL SYSTEM. CONFIGURATION: 3.2.

2. TAKE OFF AND CLIMB AT 260 KEAS TO 37,000 FT WHERE A SLIGHT
 VIBRATION WAS FELT. THIS VIBRATION CLEARED AS KEAS INCREASED TO 400 FOR
 REST OF CLIMB. RIGHT EGT AT 760 DEGREES AND LEFT EGT AT 725 DEGREES DURING
 CLIMB. NO TRIM REQUIRED FOR ACCELERATION AND CRUISE. AT MW 3.2 RIGHT
 FUEL FLOW WAS 5000 LBS HIGHER THAN LEFT WITH JJ ENGINE. RIGHT CYT
 WAS 15-20 DEGREES HIGHER THAN LEFT. DECELERATION FROM MW 3.2 TO

DATE	TIME
18 FEB	1800
65	

WRITER

SYMBOL

TYPED NAME AND TITLE (Signature, if required)

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SECURITY ~~SECRET~~ 1

PAGE NR. 2

NR. OF PAGES 2

RELIABILITY

DCM

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

0316

OUT

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

SYMBOL

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SECURITY CLASSIFICATION

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DD FORM 173-1
MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

OUT

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OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

10 FEB 65 01 49z

66997

PRECEDENCE PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	ACTION	BOOK	MULTI			
INFO	ROUTINE					

FROM: [] - 0316

TO: [] *Hg*

INFO: *WCPDT AF190-5 FRC* []

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DGO
- 1 DCS
- 1 DCM
- 2 R&D

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

DATE	TIME
17	1700
MONTH	YEAR
FEB	65

SYMBOL

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Deputy Commander for Materiel

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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5 FEB 65 23 432

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PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE						

[Redacted] 0119

[Redacted] HQS
O R+D
[Redacted] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- ~~2-DCO~~
- 1-R&D
- 1-DCM
- 1-DCS

1. ARTICLE 122 MADE FLIGHT 87, 5 FEB 65, PILOT [Redacted]
TAKE OFF TIME 11:19, DURATION 1 HOUR 7 MINUTES. TAKE OFF GROSS WEIGHT 109,600 LBS, C.G. 20.8 PERCENT. TAKE OFF DISTANCE 7200 FEET, TEMP 56 DEGREES F, WIND 12 KNOTS DOWNWIND, SPEED 220 KNOTS, MAX MACH 2.8, MAX ALT 72,000 FT. PURPOSE OF FLT: (1) OBTAIN BASE LINE DATA ON ^{BENDIX} ~~BENDIX~~ FUEL CONTROL, (2) OBTAIN LOW CIT DATA ON BENDIX, ~~XX~~ AND (3) FIRST FLIGHT ON NEW 24 ~~ABORT~~ SHOT TEB SYSTEM.
2. NORMAL START AND TAKE OFF. CLIMB MADE AT 35 DEGREE AT 260 KEAS, RPMs TO 33000 FT, THEN TO 400 KEAS, BOOMED JELLY.
3. HAD CIT AND CIP DISPARTIES THROUGHOUT FLT. AFT BY-PASS INDICATORS POOR THROUGHOUT. HAD VIOLENT SHOCK EXPULSION ON LEFT ^S SIDE AT 350 KEAS AT 72000 FT. BURNERS WERE RELIT AT M2.6 AND 1.6 TWICE EACH, ALL UNSUCCESSFUL. RIGHT ENGINE WAS SHUT DOWN AT M1.6 AT 55000 FT. IT TOOK THREE RELIGHT ATTEMPTS BEFORE RELIGHT WAS ACCOMPLISHED AT M1.07. NORMAL LANDING AND CHUTE.

DATE	TIME
5	1500
MONTH	YEAR
FEB	65

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PAGE NR. 1 NR. OF PAGES 1

R&D OFFICER

9917

AT MAX ALT LEFT EGT 730 RIGHT EGT 770. AT 3.15 MACH 74,000 FEET
 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, JETTISON OK.

3. COMMENT: FUEL QUANTITY INDICATOR OSCILLATED 4000 LBS.

END OF MESSAGE

SYMBOL

R&D

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SECURITY CLASSIFICATION

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INITIALS

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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22 JAN 65 00 45z

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK MULTI SINGLE			
INFO				

0200 WR/PAT AFICG-S FTST
 INFO
 FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCO
- 1-DCM
- 1-R&D

BBB
[Signature]

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 EN-
 GAGED 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

DATE	TIME
JAN	1635
	65

SYMBOL	
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PHONE	PAGE NR. 1 NR. OF PAGES 1
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DEPUTY COMMANDER FOR SUPPORT

SECRET

FROM:

974

OUT

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

SYMBOL

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SECURITY CLASSIFICATION

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6 JAN 65 02 33z

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66421

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			

FROM: [redacted] **9741**

TO: [redacted] **WR/AT AF1605 ETST**

INFO: [redacted]

[redacted] LATEST OPS

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCO ✓
- 1 DCS
- 1 DCM
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 84 ON 15 JAN 65. PILOT: [redacted] TAKE OFF AT 1600 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,000 LBS, C.G. 20.9 PERCENT, TAKE OFF DISTANCE 5800 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4148 FT, TEMPERATURE 58 DEGREES, WIND 160/10, MAXIMUM SPEED 2.83 MACH, MAXIMUM ALTITUDE 72,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER ^{at} 2.8 MACH THIS FLIGHT 20 MINUTES. PURPOSE: FUEL CONTROL DATA. CONFIGURATION: AFT AUTO BY-PASS DOOR OPERATION.

2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE WERE NORMAL. ACCELERATION AND ALL SYSTEMS OPERATION WERE NORMAL TO 2.8 MACH AT WHICH POINT A 180 DEGREE TURN WAS ACCOMPLISHED FOR RETURN TO BASE. UPON ROLLING OUT OF TURN, [redacted] ENGAGED AUTO PILOT ATTITUDE HOLD AND THEN MACH HOLD. A MILD PITCH OSCILLATION DEVELOPED, FOLLOWED BY SHOCK EXPULSION ON THE LEFT SIDE. FORWARD BY-PASS DOORS TO OPEN RECAPTURED THE SHOCK AND THE DOORS WERE CLOSED AT 2.78 MACH. RETURN TO BASE AT 2.8 MACH WAS NORMAL.

DURING DESCENT AT MILITARY POWER, [redacted] STOP COCKED THE LEFT [redacted]

DATE	TIME
15 MONTH	1750 YEAR
JAN	65

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	SECURITY	ATION		

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DCM

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9223

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OUT

REACTION ON THE ARTICLE, WAS DISENGAGED. GIPS 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} ~~SHOCKING~~ 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 FLOWES WERE MATCHED AT 350 KEAS
74,000 FEET, 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD ~~HELD~~ 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 ~~AND~~ ~~ONE~~ HALF BEFORE ENGINE HAD DECELERATED TO IDLE
(5-6) SECOND. ROUGHNESS NOTED. X 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

SYMBOL

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SECURITY CLASSIFICATION
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JOINT MESSAGEFORM

SECURITY CLASSIFIC

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16 Dec 64 07z

OUT

07081

ACTION INFO	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY ROUTINE	BOOK	MULTI	SINGLE			

FR	9223	WR/PAT				SPECIAL INSTRUCTIONS
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TO:	HQ	INFO				1-SIGCEN 1-COMDR 1-DCO ✓ 1-DCM 1-DCS 1-R&D 1-Hangar
			FLTEST R&D			

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

2. ENGINES WERE TRIMMED PRIOR TO TAKE OFF AS FOLLOWS AND WERE NOT RETRIMMED IN FLIGHT. LEFT 745 DEGREES, RIGHT 752 DEGREES. ACCELERATION WAS SMOOTH WITH SOME ROUGHNESS NOTED UP TO 2.55 MACH. AN UNLIMITED CLIMB WAS MADE THROUGH TUNNEL. ROUGH AIR WAS NOTED AT THE HIGHER ALTITUDES. WHILE STRAIGHT AND LEVEL AT 1.4

WRITER	SYMBOL	[REDACTED]		RELEASED	DATE	TIME
	PHONE	PAGE NR.	NR. OF PAGES			
	SECURITY CATION	1	2		MONTH	YEAR
						64

R&D OFFICER

FROM:

[Redacted]

0 27

OUT

DISCONNECTED AT MINIMUM ALTITUDE FOR TANKER CLEARANCE. ACCELERATED 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 [Redacted] [Redacted] 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

SYMBOL

E&D

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SECURITY CLASSIFICATION

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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4 Dec 64 04 13z

OUT

65702

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
PRIORITY	MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			

FROM: [] 9727 []

NR/PAT - BEIGOS - FTST

TO: [] HQS INFO []

C [] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-DCS
- 1-R&D
- 1-Hangar

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 REFUELLING SYSTEM. 2. ACCELERATE 0.9 TO 3.2 MACH WITH FULL FUEL. 3. CHECK INLETS AND ENGINES AT 3.2 MACH. 4. OBTAIN REFUELLING 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

DATE: [] [] [] []

MONTH: 3 YEAR: 1964

DEC 64

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30 Dec 64 20 00z

65689

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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INFO				

FROM ROUTINE

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SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMDR
- 1-DCO
- 1-DCM
- 1-DCS
- 2-R&D

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

DATE	TIME
MONTH	0000

TRANSONIC ACCELERATION WAS MADE LEVEL AT

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DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

011

ALTITUDE A REAR AND EJECTOR VIBRATION WAS NOTICEABLE. THE MA-1 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

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1
MAY 55

U.S. GOVERNMENT PRINTING OFFICE:

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

**SECRET
OUT**

FROM

8815

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

SYMBOL

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SECURITY CLASSIFICATION

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET
OUT**

25 NOV 64 22 57z

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE PRIORITY	TYPE MSG (Check) BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO				

FROM:

[Redacted]

TO:

[Redacted] **HQCS**
OPS FLTEST

INFO:

[Redacted] **AFIGO-5 WR.VAT. FIC**

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 **DCO**
- 2 R&D

1. ARTICLE 122 MADE FLT 80 ON 25 NOV 64. PILOT# [Redacted] TAKE OFF AT 11:37 HOURS FOR 56 MINUTES. GROSS WEIGHT 99,400 LBS, C.G. 21.5 PERCENT, PRESSURE ALTITUDE 4373 FT, TEMP 49 DEGREES, WIND 350/1, MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE 74,500 FT, TIME OVER MACH 2.0 THIS FLT 32 MINUTES, TIME OVER 2.8 MACH THIS FLT 12 MINUTES. TOTAL ACFT TIME 75:19. PURPOSE: PERFORMANCE ACCELERATION & RUISE AT 2.8 MACH WITH MACH HOLD ENGAGED. RIGHT ENGINE AIR STARTS AT 2.0 MACH, 1.6 MACH AND 1.2 MACH. CONFIGURATION: STANDARD.

2. TAKE OFF AND CLIMB, USING THE NEW CLIMB SCHEDULE OF 400 KEAS AND ADVANCING POWER FROM MILITARY AT .85 MACH TO MAXIMUM POWER AT .95 MACH, WERE NORMAL. MACH HOLD WAS GOOD WITH A SLOW, SMOOTH ROLLER COASTER EFFECT. MACH WAS HELD BETWEEN 2.83 AND 2.88 MACH. AS A 40 DEGREE BANK WAS ESTABLISHED IN MACH HOLD, THE ROLLER COASTER EFFECT INCREASED. A TRANSIT OCCURRED, WHEN THE AUTO PILOT WAS DISENGAGED, THAT POPPED

DATE	TIME
25 MONTH	1500 YEAR

~~THE SHOCK ON THE LEFT SIDE. THE RIGHT SHOCK WAS TRANSIENTLY~~

WRITER	TYPED NAME AND TITLE (Signature, if required)	TYP
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DD FORM 1 MAY 55 173

**SECRET
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173. 1 OCT. 49. WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM

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PRIORITY

FROM:

[Redacted]

778

WR/AT

AF160S

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCM
- ~~1-DCO~~
- 2-R&D

HQS
R&D

[Redacted] FLTEST OPS

NO NIGHT ACTION

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

END OF MESSAGE

DATE	TIME
18 MONTH	1715 YEAR

WRITER	SYMBOL		
	TYPED NAME AND TITLE (Signature, if required)		
	PHONE	PAGE NR.	NR. OF PAGES
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R & D OFFICER

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DD FORM 1 MAY 55

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DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM

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19 NOV 64 20z

65172

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	BOOK	MULTI	SINGLE			
ACTION						
INFO						

FROM:

[Redacted]

TO:

[Redacted]

HQS

INFO

UNIPAT AFT 60-S

[Redacted]

FLTIST OPS

REF:

[Redacted]

B778

FOLLOWING INFO APPLIES FLT 79, ARTICLE 122: DURATION 54

MIN. TIME OVER 2.6 - 14 MINUTES.

SPECIAL INSTRUCTIONS

- 1-SIGCEN
- 1-COMR
- 1-DCS
- 1-DCM
- 1-DCO
- 2-RAD

DATE	TIME
19	1000
MONTH	YEAR
NOV	64

WRITER	SYMBOL			RECEIVED
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JOINT MESSAGEFORM

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5 Nov 64 0144z

PRECEDENCE PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE			
INFO	ROUTINE					

FROM: [] SPECIAL INSTRUCTIONS

TO: [] HQS INFO: [] AFIBO-S WRIT FTCA []

[] OPS FLTEST

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- 2 R&D

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 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.

DATE	TIME
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NOV	64

WRITER	SYMBOL		RELEASING OFFICER	
	TYPED NAME AND TITLE (Signature, if required)			
	PHONE	PAGE NR.		NR. OF PAGES
	SECURITY CLASSIFICATION	1		2

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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. ONE 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 OCCASSIONAL 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

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FROM:



8430

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THE KEAS WAS ALLOWED TO BLEED OFF TO 350. ~~XXXXXXXX~~ PREPARATIONS 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 ~~XXXX~~ 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 ~~NON~~ NORMAL.

END OF MESSAGE

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3 NOV 64 12 05z

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FROM				SPECIAL INSTRUCTIONS
				1 SIG CEN

TO:	<i>HQ</i>	INFO:		1 COMDR
<i>OP</i>		OPS FLTEST		1 DCS
				1 DCM
				1 DCO
				2 R&D

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

2. NEITHER ENGINE WAS TRIMMED PRIOR TO TAKE OFF OR THROUGHOUT THE FLT. THE AFT BY-PASS DOORS WERE MANUALLY CLOSED FOR TAKE OFF AND PLACED "AUTO" AFTER TAKE OFF WHERE THEY REMAINED UNTIL THE TRAFFIC PATTERN WAS ENTERED FOR LANDING. THE STANDARD 400 KEAS CLIMB WAS USED TO 1.3 MACH WHERE THE KEAS WAS REDUCED TO 375. AS 2.8 MACH WAS OBTAINED.

RELEASER	SYMBOL	DATE		TIME
	TYPED NAME AND TITLE (Signature, if required)	MONTH	02	1700
	PHONE	YEAR	NOV	64
	SECURITY	PAGE NR. NR. OF PAGES 2		

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

[Redacted]

8405

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

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MAY 55

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30 Oct 64 20 24z

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ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FROM: 8105

SPECIAL INSTRUCTIONS

TO: HOS

INFO: WR/PAT AF160-S FTR

"O" FLTEST/ OPS

- 1 SIG CEN
- 1 COMDR
- ① 1 DCO
- 1 DCS
- 1 DCM
- 2 R&D

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, TAKE OFF DISTANCE 6100 FEET, TAKE OFF 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 TAKE OFF OR DURING FLIGHT. THE TAKE OFF 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 CROSS-OVER SELECTED, FORWARD BY B-PASS DOORS FULL OPEN, POWER STABILIZED AT IDLE AND THE ENGINE SHUT DOWN WITH RPM STABILIZING AT 4500. A SMOOTH RELIGHT WAS

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Oct	64

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PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK	MULTI	SINGLE	9		
INFO						

FROM:

[Redacted] 1934

TO:

[Redacted]

SPECIAL INSTRUCTIONS

Section	Act	Info
Comdr		<input checked="" type="checkbox"/>
DCS		<input checked="" type="checkbox"/>
DCO (2)		<input checked="" type="checkbox"/>
DCM (2)		<input checked="" type="checkbox"/>
Secur		
Admin		
Medic		
Finan		
R & D		
Commo		
HGR		
HGR/M		
H-1		<input checked="" type="checkbox"/>
H-2E		
H-2P		
H-2M		
H-6H		
H-7W		

AS YOU HAVE BEEN DOING, PLS CONTINUE PROVIDE APPROX TIME AT OR ABOVE MACH 2.8 ON EACH FLIGHT REPORT. WHAT WAS TIME AT MACH 2.8 FOR ARTICLE 122 FLIGHT 737
END OF MSG

DATE TIME
01 1719Z
MONTH YEAR
OCT 64

SYMBOL

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REPLACES FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

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IN

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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PRIORITY

64753

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INFO	ROUTE					

FROM: [] 8086 AFIGOS - WR/PAT

TO: HQS [] INFO: []
 [] OPS FLTEST

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 R&D

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

2. TAKE OFF 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.

DATE: 14 OCT 64
 TIME: 2200

END OF MESSAGE

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

[] []

17822

AFTER REOPENING FORWARD AND AFT BY-PASSES AND CYCLING POWER ON THE RIGHT ENGINE, IT BECAME NECESSARY TO RECYCLE SPIKE AGAIN 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 GARD 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 AND RETURN. EVERYTHING WAS GLASSY SMOOTH DURING THIS MANEUVER.

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

END OF MESSAGE

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JOINT MESSAGEFORM

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INFO ROUTINE						

F [] **7003 WRIPAT AFIGO-S**

SPECIAL INSTRUCTIONS

TO: [] **HQS** INFO [] []
 [] **"O"**
R+D
 [] **FLTEST OPS**

- 1-SIGCEN
- 1-CMDR
- 1-R&D
- ①-DCO
- 1-DCM
- 1-DCS

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 KIAS, 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 AE 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 APT BUT STAYED IN FULL FORWARD POSITION.

DATE: 30 MONTH, 1220 TIME: 64 YEAR

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM



7745

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~~OUT~~

OVERBOARD DURING THE DECELERATION BUT COULD BE CONTROLLED BY
THE OTTLE MOVEMENT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE
NORMAL.

END OF MESSAGE

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MAY 55

JOINT MESSAGEFORM

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64198

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ACTION	BOOK	MULTI	SINGLE			
INFO	ROUTINE					

FROM: []

SPECIAL INSTRUCTIONS

TO: [] HQS INFO: []
 [] OPS FLTEST

- 1 SIG CEN
- 1 COMDE
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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 ESTABLISHED FOR CRUISE.
 CRUISE AT 2.8 MACH WAS 10 MINUTES, PRIOR TO THE DECELERATION, MAXIMUM
 A/B WAS USED AND KEAS BROUGHT TO 330. THROTTLES WERE RETARDED TO

MILITARY WITH A SMOOTH TRANSITION. THE RIGHT EGT ATTEMPTED TO GO

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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM:

[Redacted]

7624

~~OUT~~

THROTTLES TO MINIMUM AFTERBURNER POSITION. HE CRUISED 20 MINUTES AT 2.01 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

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JOINT MESSAGEFORM

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INFO	ROUTINE					

FROM: [] 7624 AF760-S WRPAT

TO: 1105 [] INFO: [] []

OPS FLTEST

1. ARTICLE 122 MADE FLT 71 ON 17 SEP 64. PILOT: []

TAKE OFF AT 09:37 FOR 1 HOUR AND 5 MINUTES. GROSS WEIGHT 106,100 LBS, C.G. 21.9 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 212 KTS, 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. TAKE OFF 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 AT MOMENTARILY AT 2.8 MACH. WHEN ACFT

- SPECIAL INSTRUCTIONS
- 1 SIG GEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 R&D

DATE: 17 MONTH 1415 YEAR

RE: CHED 3.01 MACH, []

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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM

7580

CONSIDERED POOR.

6. 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.

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

8. 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.

9. NORMAL LANDING WITH GOOD CHUTE.

END OF MESSAGE

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R&D

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JOINT MESSAGEFORM

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[] 580

SPECIAL INSTRUCTIONS

TO: [] HDOAS INFO []
[] FLTEST WZ.PAT. A-160-S

- 1-SIGCEN
- 1-DCM
- 1-CDR
- 1-~~DCS~~
- 1-RED
- 1-DCS

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: ACCELERATION AND CLIMB AT 400 KEAS TO M3.0 WITH NO ENGINE TREMORING.

3. THE START REQUIRED DOUBLE CLUTCHING OF ONE ENGINE AND A BASE START ON THE OTHER. ENGINES SETTLED AT 811 DEGREES AND 830 DEGREES FOR TAKEOFF. CONFIGURATION WAS SPIRE AND AFT BYPASSES (ONION SLICER) ON AUTOMATIC, FORWARD BYPASS DOORS CLOSED THROUGHOUT FLIGHT.

4. BAD VIBRATION NOTED AT 400 KEAS AT 15000 FT.

5. 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

DATE	15	1100
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FROM:

7537

"CLOSED" MANUALLY UNTIL DECELERATING THROUGH 1.6 MACH. THE SLICKERS 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 BLEED 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

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64197

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	ROUTINE	BOOK	MULTI	SINGLE			

FROM: [] - 7537

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- 1 R&D

TO: [] HDS INFO: [] AF180-S WRIPAT

" 0 " [] OPS FLTEST

1. ARTICLE 122 MADE FLT 69 ON 11 SEP 64. PILOT: [] TAKE OFF AT 09:09 HOURS FOR 51 MINUTES. GROSS WEIGHT 100,200 LBS, C.G. 19.4 PERCENT, TAKE OFF 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: ACCELERATION 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 CLOSE ENTIRE FLIGHT UNLESS USED TO MODULATE AIR

2. ENGINE EGT'S PRIOR TO TAKE OFF WERE 810 DEGREES LEFT AND 803 DEGREES RIGHT. IMMEDIATELY AFTER TAKE OFF 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 UNION SLICERS WERE PLACED IN "AUTO" AFTER TAKE OFF AND

DATE 11 MONTH 1200 TIME YEAR 64

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FROM

7473

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

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TO: HQS INP AF160-S W/PAT
 OPS FLTEST

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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 ~~NEED~~ SETTING THE PITCH TRIM 4 DEGREES OUT OF NEUTRAL AT THIS POINT. ACCELERATION WAS NORMAL WITH VERY MILD ROUGHNESS AT 2.3 MACH. SHOCK EXPULSION ON THE RIGHT AND THEN LEFT

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~~SIDE OCCURRED AT 2.57 MACH. AUTO RESTARTS WERE~~

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

[]

(PAGE TWO)

7404

RELIT AB'S, WENT ON AUTOMATIC, ACCELED TO MACH 2.6 AND RETURNED HOME. 14,000 POUNDS OF FUEL REMAINED.

GOOD LANDING WITH SLOW CHUTE DEPLOYMENT.

END OF MESSAGE

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FROM:

7404

SPECIAL INSTRUCTIONS

- 1 SIGCEN
- 1 COMDR
- 1 DCS (DUNN)
- 1 DCO
- 1 DCM
- 1 R&D

TO:

OXCAR

AIRCRAFT 122 MADE FLIGHT 67, 1 SEPT 64, PILOT TO TIME 0811, DURATION 47 MINUTES. MAX MACH 2.71, MAX ALT 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 APPERARED 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

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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0757

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MANUAL TRIM BY THE PILOT. ONION SLICER OPERATION WAS EXCELLENT AND THE ENTIRE FLT WAS SMOOTH. LAC PERSONNEL WERE QUITE PLEASED ~~EXCEED~~ WITH THE BENDIX FUEL CONTROL AND ONION SLICER OPERATION.

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SPECIAL INSTRUCTIONS

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[] HDOOS

INFO:

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[] OPS FLTEST

HFIGO-5 WK-PAT.

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 ~~DCM~~
- 1 R&D

1. ARTICLE 122 MADE FLT 66 ON 8 JUL 64. PILOT: [] TAKE OFF AT 17:21 HOURS FOR 58 MINUTES. GROSS WEIGHT 94,750 LBS, C.G. 21 PERCENT, TAKE OFF DISTANCE 5800 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 ACPT TIME 62 HOURS 26 MINUTES. PURPOSE: BENDIX FUEL CONTROL OPERATION OUT TO 2.6 MACH AND AUTOMATIC UNION SLICER OPERATION. CONFIGURATION: SPIKES AND UNION SLICERS AUTOMATIC, BY-PASS DOORS MANUALLY CLOSED.

2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE TO 2.2 MACH AND THEN ON THE 375 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, DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THE BENDIX FUEL CONTROLS MAINTAINED

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REM. FUEL FLOW AND EGT WITHIN LIMITS THROUGHOUT THE

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JOINT MESSAGEFORM

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INFO							

FROM: [] 6657

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 ~~BCO~~
 - 1 R&D

TO: [] WDCS INFO: []
 [] OPS FLTEST #FIGO-S WKPAT

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 69,00 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 EXPLUSION 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 EXPLUSION 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 WITH

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:

[Redacted]

6657

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

END OF MESSAGE

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

25 JUN 64 13z

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

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63126

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY ROUTINE	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO				

FROM: 6473 **WIPAT AF 60-5**

INFO: HPS OPS FLEET NO NIGHT ACTION

SPECIAL INSTRUCTIONS:
 1 SIG CEN
 1 COMDR
 1 DCS
 1 DCM
 ② DCO
 1 R&D

1. ARTICLE 122 MADE FLIGHT 63 ON 24 JUN 64. PILOT TAKE OFF AT 0747 HOURS FOR 48 MINUTES. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 5900 FEET, TAKE OFF 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 ~~RESEARCH~~ EVALUATION OF BENDIX FUEL CONTROL INSTALLED ON LEFT ENGINE.

2. OILY SLICERS AND SPIKES WERE IN AUTOMATIC AND BY-PASS DOORS WERE MANUALLY CLOSED. TAKE OFF AND CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT PASSED THROUGH 2.0 MACH SHOCK EXPLUSION 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 ~~REMAIN~~ BLOW OUT. MILD ROUGHNESS DEVELOPED AT 2.35 MACH AND PERSISTED UNTIL AGAIN REACHING 2.35 MACH ON DECELERATION. WHEN AIRCRAFT REACHED 2.8 MACH ~~RIGHT ENGINE RPM AND RPM DROOP DEVELOPED.~~ STATED THAT THE FUEL

DATE	TIME
24	1645
MONTH	
Jun	64

WRITER:

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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30 JUN 64 11Z

68222

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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INFO	ROUTINE						

FROM:	<input type="checkbox"/> 6569	AFICO-S WE/PAT		SPECIAL INSTRUCTIONS 1 SIG CEN 1 COMDR 1 DCS 1 DCH ① DCO 1 R&D	
TO:	<input type="checkbox"/> HQS	INFO:	<input type="checkbox"/>		
	"0" <input type="checkbox"/> OPS FLTEST				
	NO NIGHT ACTION				
<p>1. ARTICLE 122 MADE FLT 64 ON 29 JUN 64. PILOT: <input type="checkbox"/> TAKE OFF AT 14:32 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WEIGHT 105,000 LBS, C.G. 22 PERCENT. TAKE OFF DISTANCE 2200 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.</p> <p>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 UNION 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.</p>				DATE	TIME
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JOINT MESSAGEFORM

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19 JUN 64 21 36z

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[]		[]		1 DCM	
[]		[]		1 DCO	
[]		[]		1RAD	

INFO: []

OPS FLTEST

NO NIGHT ACTION

1. Article 122 MADE FLIGHT 62 ON 19 JUN 64. PILOT: [] TAKE OFF AT 0730 HOURS FOR ONE HOUR. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 205 KNOTS, TEMPERATURE 65 DEGREES, PRESSURE ALTITUDE 4400 FEET. WIND 320/12, GUSTS TO 19 KNOTS. MAXIMUM SPEED 2.43 MACH, MAXIMUM ALTITUDE 68,000 FEET. PURPOSE: EVALUATION OF AUTOMATIC ONION SLICERS, EVALUATION OF HAMILTON STANDARD FUEL CONTROL, RIGHT ENGINE; BENDIX FUEL CONTROL, LEFT ENGINE; WITH NO TRIMMING IN FLIGHT AND NO ENGINE EGT LIMITS. CONFIGURATION: AUTOMATIC ONION SLICERS.

2. TAKE OFF AND CLIMB WERE NORMAL. TWO ACCELERATIONS WERE MADE. THE FIRST WAS MADE FROM .9 MACH TO 1.6 MACH, ONION SLICERS OPEN AND BY-PASS DOORS MANUALLY CLOSED WITH A ONE INCH STOP. THE SECOND WAS MADE FROM .9 MACH TO 2.4 MACH, ONION SLICERS "AUTO" AND BY-PASS DOORS THE SAME AS FIRST ACCELERATION. NEITHER ENGINE WAS TRIMMED DURING FLIGHT. THE LEFT ENGINE PERFORMED VERY WELL WITH 836 DEGREES ON TAKE OFF, 840 DEGREES BELOW 40 DEGREES

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
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FROM:

6473

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CONTROL TRIM LEVER APPEARED INOPERATIVE. DESCENT, LANDING AND CHUTE
DEPLOYMENT WERE NORMAL.

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INITIALS

JOINT MESSAGEFORM

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8 MAY 64 01 20z

62162

ACTION INFO	PRECEDENCE PRIORITY ROUTINE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE				

FROM: [] 5885

TO: [] HDQS INFO: [] AFIC-5 WRIPAT

[] OPS FLEET NO NIGHT ACTION

SPECIAL INSTRUCTIONS:
1 SIG CEN
1 COMDR
1 DCS
1 DCM
1 DCO
1 R&D

1. ARTICLE 122 MADE FIT 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. [] WAS NOTED MODERATE

DATE	TIME
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JOINT MESSAGEFORM - COMMUNICATION SHEET

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6788

CIT AND 814 AT MAXIMUM SPEED. THE RIGHT ENGINE WAS LOW THROUGHOUT. THE RPM DROOPED AT 40 DEGREES CIT, ROUGHNESS OCCURRED AT 2.3 MACH AND THE SHOCK POPPED AT 2.4 MACH. THE INLET RESTART WAS AUTOMATIC AND THE A/B WAS RELIT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

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JOINT MESSAGEFORM

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29 APR 64 13z

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TO: [] HQS [] WRIDAT AFICOS
 [] R & D []
 [] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SIG GEN
- 1-CMDR
- 1-DCS
- 1-DCM
- ~~1-DCO~~
- 1-R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 60, 29 APR 64. PILOT []
 [] TAKEOFF TIME 0753 HOURS AREA 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

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MONTH	YEAR
APR	64

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FROM:

[Redacted]

5695

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

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INITIALS

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

5533

DOORS AND SPIKES IN AUTOMATIC. DESCENT WAS SMOOTH WITH NO STALLS OR BUFFETING.
 A NORMAL LANDING WAS MADE WITH GOOD CHUTE.

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 MSG.

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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73 APR 64 SPACE BEHOLDERS RESERVED FOR COMMUNICATION CENTER

OUT
61944

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO	PRIORITY	BOOK	MULTI	SINGLE		

FROM: [Redacted] **5742** **WRIPAT AF100-5**

TO: [Redacted] **695** INFO: [Redacted]

"O" [Redacted] OPS FILEST

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 CONDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 59 ON 28 APR 64. PILOT: [Redacted]

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 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 DELIGHT OBSERVED. LANDING AND DRAG CHUTE DEPLOYMENT WERE NORMAL.

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FROM: 5391

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 M&D

TO: HQS INFO: WR/PAT

OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 57 ON 21 APR 64. PILOT: TAKE OFF AT 0813 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT 106,000 LBS, C.G. 21 PERCENT. TAKE OFF DISTANCE 6400 FT, TAKE OFF SPEED 210 KTS, 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 TAKE OFF. 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 UNION SLICERS WERE OPENED, RIGHT BY-PASS DOORS OPEN AND SPIKE PLACED FORWARD. RIGHT THROTTLE WAS BROUGHT TO MILITARY AND ENGINE STALLS OCCURED. 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 MED. PILOT RETURNED TO

DATE	TIME
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	64

FIELD FOR A NORMAL LANDING AND NORMAL DRAG CHUTE D

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:



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

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JOINT MESSAGEFORM

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16 Apr 64 23 14z

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ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FROM	5297	AF160-S WR/PAT	SPECIAL INSTRUCTIONS
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TO:	HDQS INFO:		1 SIG CEN
	OPS FLTEST		1 COMDR
			1 DCS
			1 DCM
			1 DCO
			1 R&D

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 44,950, TEMPERATURE 51 DEGREES, WIND CALM. SPEED MAXIMUM ALTITUDE 47,000 FT. MAXIMUM MACH 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 AFTERSBURNER 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 AFTERSBURNER WAS REQUIRED FOR THIS CONDITION. THIRD POINT WAS AT 45,000 FT, 300 KEAS AND 1.2 MACH. AGAIN, MINIMUM AFTERSBURNER WAS REQUIRED FOR THIS CONDITION. FOURTH POINT WAS AT 45,000 FT, 275 KEAS AND 1.1 MACH. POWER HALFWAY

DATE	TIME
16	1345
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FROM:

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

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INFO ROUTINE					

FROM	5273	SPECIAL INSTRUCTIONS
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	<input type="checkbox"/> 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.

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JOINT MESSAGEFORM

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14 APR 64 22

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INFO: []
OPS FLTEST
NO NIGHT ACTION

5011 WRIPAT AF100-S

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 Comdr
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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 ~~TRIM WAS BROUGHT BACK IN~~ ~~THE ENGINE RPM RISE TO 7000~~ ~~AND THE SHOCK WAS BROUGHT BACK IN~~ ~~AT 2.3 MACH THE RIGHT ENGINE WAS BROUGHT TO IDLE, THE ONION SLICERS AND BY-PASS DOORS~~

DATE	TIME
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MONTH	YEAR
Apr	64

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DCM

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:

[Redacted] [Redacted]

0273

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THE OSCILLATIONS STOPPED. BOTH ACCELERATIONS WERE MADE ON THE 375
KIAS 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

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SECURITY CLASSIFICATION

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5241

WERE OPENED AND THE ENGINE REMAINED SMOOTH. THE ENGINE WAS SHUT 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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SECURITY CLASSIFICATION

INITIALS

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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10 MAY 64 342

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

61522

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FROM: [Redacted] 53.3

TO: HQC

INFO: AFICCS WR/PAT

"O" [Redacted] OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 53 ON 9 APR 64. PILOT: SCHALK. TAKE OFF AT 10:39 HOURS FOR 54 MINUTES. GROSS WEIGHT 100,000 LBS, C.G. 20 PERCENT. TAKE OFF DISTANCE 6800 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. ONION SLICERS AND BY-PASS DOORS WERE OPEN,

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DGM
- 1 DCO
- 1 R&D

DATE	TIME
09	1435

WRITER	SYMBOL	SIG	64	
	TYPED NAME AND TITLE (Signature, if required)	TYP		
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JOINT MESSAGEFORM

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60810

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FROM:

[Redacted]

[Redacted]

INFO:

[Redacted]

AF1605 WETPAT

OPNS FLTEST

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1R DCS
- 1 DCM
- 1 DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 52 on 17 MAR 64. PILOT: [Redacted] TAKE OFF AT 0937 HOURS FOR ONE HOUR AND 14 MINUTES. GROSS WEIGHT: 119,000 POUNDS C.G. 21 PERCENT, TAKE OFF DISTANCE 7500 FEET, TAKE OFF SPEED 205 KNOTS PRESSURE ALTITUDE 4200 FEET, TEMPERATURE 53 DEGREES, WIND 320/5 KNOTS. MAXIMUM SPEED: 2.6 MACH, MAXIMUM ALTITUDE: 77,000 FEET. PURPOSE: ACCUMULATE CRUISE TIME AT 2.6 MACH.

2. TAKE OFF CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT ACCELERATED THROUGH 2.0 MACH, THE RIGHT THROTTLE WAS REDUCED TO MILITARY POWER AND BY-PASS DOORS WERE OPENED. THE INLET REMAINED SMOOTH. THE SAME PROCEDURE WAS TRIED AT 2.3 MACH, BUT THE SHOCK POPPED. SPIKE FORWARD REGAINED SHOCK AND INLET WAS SMOOTH AT 2.24 MACH. ACFT WAS THEN ACCELERATED TO 2.6 MACH AND REMAINED AT THE SPEED FOR 30 MINUTES. THE AUTO PILOT, MACH HOLD, WAS ENGAGED BUT WITHIN 30 SECONDS SAS "B" PITCH CHANNEL KICKED OUT. THE AUTOPILOT TEST WAS DISCONTINUED AND RECYCLING SAS "B" PITCH CHANNEL FAILED

DATE	TIME
17	1700
MONTH	YEAR
MAR	64

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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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 WAS NORMAL. ACFT NOW LAID UP FOR RIGHT ENGINE CHANGE, DUE TO FUEL CONTROL PROBLEM.

END OF MESSAGE

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JOINT MESSAGEFORM

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ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 CONDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

TO: []
 FROM: []
 CPH FILEST

INFO: [] *IND. PAT. AF 1605*

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 51 ON 21 FEB 64. PILOT: []
 TAKE OFF AT 1125 LOCAL FOR ONE HOUR AND FIVE MINUTES. GROSS WEIGHT: 105,350 LBS. C.G. 21.6 PERCENT. TAKE OFF DISTANCE 7500 FEET, COMPUTED TAKE OFF ~~MIN~~ DISTANCE 6500 ; TEMPERATURE 41 DEGREES, WIND 350 DEGREES AT 8 KNOTS, ~~BAROMETRIC~~ PRESSURE ALTITUDE 4026 FEET. MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 65,000 FEET: PURPOSE: TO CHECK INLETS AND ENGINES, OBTAIN CLIMB PERFORMANCE DATA AT 375 KEAS TO 2.6 MACH, CHECK AUTO PILOT AT 2.6 MACH, CHECK MODE "X" OF IFF.

2. AIRCRAFT ENGINES HAD JUST BEEN TRIMMED PRIOR TO FLIGHT TEST SO [] DID NOT TRIM AT END OF RUNWAY. TAKE OFF WAS 1000 FEET LONGER THAN PROGRAMMED BECAUSE FUEL CONTROLS HAD ^HSLIPPED DOWN TO 74.0 DEGREES. [] TRIPPED TO 780 DEGREES DURING TAKE OFF ROLL. CLIMB AND ~~LANE~~ OFF AT 20,000 FEET WERE NORMAL. AFTER PASSING THROUGH TUNNEL,

ACFT WAS ACCELERATED ON 375 KEAS LINE TO 2.6 MACH AT []

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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/BYPASS DOOR'S CONTROLS WORKED VERY WELL.

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JOINT MESSAGEFORM

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IMMEDIATE

ACTION	IMMEDIATE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO							

FROM: [] 4058

TO: [] HQS
PROJECT []

SPECIAL INSTRUCTIONS
1-Sig/Gen
1-Comdr
1-DCS
1-DCO
1-DCM
1-R&D

1. AIRCRAFT 122 MADE FLIGHT 50, 11 FEB 1964. Pilot ~~W~~ 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 ~~46/44~~ 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

DATE	TIME
11 FEB	1230
	64

SUN SHADE DROPPED DOWN, SO BETWEEN THE TWO HE

WRITER: []

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R&D OFFICER

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM: [REDACTED]

PILOT NOTED A HIGH PITCH DUCT BUZZ WHILE ACCELERATING THROUGH 1.39 MACH. INTERMITTENT "L" HYDRO SYSTEM ^S OSCILLATIONS FROM 200-300 PSI NOTED BETWEEN 1.7 AND 2.6 MACH. ACFT ~~WAS~~ INLET ROUGHNESS ENCOUNTERED AT 2.01 MACH AND CONTINUED THROUGH 2.6 MACH. LEFT SPIKE MANUALLY FORWARD ALLIUVIATED 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. [REDACTED] 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.

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4050

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 ^{FLOCTUATIONS} MALFUNCTIONS STARTED WITH ~~SPIKES~~ ^{EXCURSIONS} PLUS OR MINUS 800 PSI ~~EXCESSIVENESS~~. 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 AND CHUTE AND BRAKES WERE SATISFACTORY.

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

END OF MESSAGE

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JOINT MESSAGEFORM

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PRECEDENCE	TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION IMMEDIATE	BOOK	MULTI	SINGLE		
INFO ROUTINE					

FROM []

TO: **HQS** [] **WLDAT AFI 80-5**
 [] **PROJECT** [] **INFO** []
 [] **FLTEST OPS**

SPECIAL INSTRUCTIONS

- 1-SIG CEN
- 1-COMDR
- 1 - DCS
- 1 - DCM
- ① - DCO
- 1 - R&D

1. ARTICLE 122 MADE FLIGHT 49, 4 FEB 64. PILOT []
 [] TAKEOFF TIME 0844 HOURS LOCAL, DURATION 1 HOUR
 AND 44 MINUTES. TAKEOFF GROSS WEIGHT 117,000 POUNDS, CG
 20.3 PERCENT. MAX SPEED MACH 2.69, MAX ALTITUDE 74,000
 FEET. RUNWAY TEMPERATURE 23 DEGREES, TAKEOFF DISTANCE 8300/
 FEET, TAKEOFF SPEED 209 KNOTS, ZERO WIND. PURPOSE OF FLIGHT:
 MAX WEIGHT TAKEOFF. HEAT SOAK AND RANGE FUEL SPECIFICS AT
 MACH 2.65.

2. PRIOR TO TAKEOFF HAD THREE ENGINE STALLS ON LEFT SIDE
 DUE TO INABILITY TO TRIM DOWN RAPIDLY ENOUGH. 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
 117,000 PLUS POUNDS.
 WEIGHT OF ~~XXXXXXXX~~ THIS ACFT HAS A BASIC WEIGHT OF 53,000

DATE	TIME
4	1530
MONTH	YEAR
	64

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R & D

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FROM:

[Redacted]

3917

POUNDS SO THIS IS WITHIN 1000 POUNDS OF THE MAXIMUM WEIGHT POSSIBLE AS STATED BY LAC FLIGHT TEST PERSONNEL. THIS HAS NOT BEEN 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 20,000 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 380 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 ~~WEST~~ 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 PARA-SOIL 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.

E/D OF MSG.

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JOINT MESSAGEFORM

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FROM: **3891**

TO: **INFO:**
AF160-5, WRIPATI

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - ① DCO
 - 1 R&D

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. ~~XXXX~~ 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.

DATE	TIME
03	1720
MONTH	YEAR
	63

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FROM:



3786

3. MODE X AND MODE 3 IFF INDICATED A MALFUNCTION BY TRANSMITTING 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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JOINT MESSAGEFORM

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		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FROM: **5703**

TO: **HQS** INFO: **AF 160-5 W2-PAT**

OPS FLTEST

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 47 ON 27 JAN 64. PILOT:

TAKE OFF AT 14:10 HOURS FOR 1 HOUR AND 28 MINUTES. GROSS WEIGHT 111,600 LBS, C.G. 20.8 PERCENT, TAKE OFF ROLL COMPUTED 7250 FT, ACTUAL 8000 FT, TAKE OFF SPEED 204 KIAS, 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 TAKE OFF AND AUTO PILOT ALTITUDE 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.

Post 10

DATE	TIME
27	1730
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JAN	64

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JOINT MESSAGEFORM

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FROM:

[Redacted]

3616

TO:

[Redacted]

INFO:

[Redacted]

PROTECT

OPS FLTEST

LOR 19/16T - PAT AF180-5

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 45 ON 17 JAN 64. PILOT: SCHAIK.
 TAKE OFF AT 1032 FOR ONE HOUR AND SIX MINUTES. GROSS WEIGHT:
 100,000 POUNDS, C.G. 20.5 PERCENT, TAKE OFF ROLL 6200 FEET, TAKE
 OFF 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. TAKE OFF, CLIMB, AND LEVEL OFF AT 40,000 FEET WERE NORMAL.
 3 SPEED CALIBRATION POINTS WERE ACCOMPLISHED WITH F-101 CHASE AIRCRAFT.
 HIGHEST SPEED ON CHECK WAS 1.32 MACH BEFORE A-12 AIRCRAFT MACH INDICATOR
 WAS HEADING .02 MACH HIGH. SCHAIK 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

DATE	TIME
17	1435
MONTH	YEAR

QUOTE DEPLOYMENT WERE NORMAL.

WRITER

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MESSAGEFORM

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25 JAN 64 1141z

20715

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRTY	BOOK	MULTI	SINGLE			
INFO DALETTAP						

FRO		SPECIAL INSTRUCTIONS
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TO: **1145** **UPPAT, AFI 6015**
INFO **FLTEST OPS**

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - DCM
- ① - DCO
- 1 - R&D

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

DATE	TIME
24 MONTH	1630 YEAR
	64

SYMBOLS	END OF MESSAGE	
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FROM

3616

3. THE RIGHT SPIKE HAD BEEN SCHEDULED $1\frac{1}{2}$ 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 $1\frac{1}{2}$ INCHES FORWARD PRIOR TO NEXT FLIGHT.

END OF MESSAGE

SYMBOL

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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15 JAN 64 02 33z

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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK	MULTI		
INFO ROUTINE		SINGLE		

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- 1 RAD

NEWS

INFO:

WR-PAT AF 160-5

OPS FIRST

NO NIGHT ACTION

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

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

DATE	TIME
MONTH 15	YEAR 1964

WAS NOT ATTEMPTED BECAUSE OF ROUGHNESS ENCOUNTERED

WRITER	TYPED NAME AND TITLE (Signature, if required)			RELEASER	TYPED (or S)
	PHONE	PAGE NR.	NR. OF PAGES		
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JOINT MESSAGEFORM

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11 JAN 64 02 28z

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58121

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FR: [REDACTED] 34174

TO: HQS INFO: W.R. PAT, AFIG-5

[REDACTED] OPS FLTEST

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 B&D

NO NIGHT ACTION

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

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

C.G. 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 (NICE) 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 RELYT. AS AIRCRAFT ACCELERATED THROUGH

2.2 MACH FOR SECOND TIME, THE RIGHT ENGINE SHOCK POPPED AGAIN.

DATE	TIME
MON 10	YE 1615
Dec	64

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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM

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

SYMBOL

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PAGES

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DD FORM 173-1
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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

[Redacted]

[Redacted]

3474

PROCEDURE AS ABOVE CLEARED STALLS, BUT STALLS OCCURRED AGAIN EACH TIME AIRCRAFT ACCELERATED THROUGH 2.2 MACH. FLIGHT CARD WAS TERMINATED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

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JOINT MESSAGEFORM

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7 Dec 63 01 29z

57112

PRIORITY

PRECEDENCE

TYPE MSG (Check)

ACCOUNTING SYMBOL

ORIG. OR REFERS TO

CLASSIFICATION OF REFERENCE

AC **ROUTINE**

BOOK MULTI SINGLE

INFO

FROM:

SPECIAL INSTRUCTIONS

TO:
PROJECT
PS FLTEST

2904
AFLG0-S WR PAT

INFO:

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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.

DATE TIME

END OF MESSAGE

WRITER	SYMBOL		SIGN.	
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JOINT MESSAGEFORM

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28 Nov 63 00 022

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ACTION: PRIORITY	BOOK [] MULTI [] SINGLE []			
INFO: REQUIREMENT				

32
Has WRNAT AFFG OS

PROJECTED
FLTEST OPS

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCo
- 1-DCM
- 1-R&D

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 SCHANK. PURPOSE OF FLIGHT: ENGINE SHUT DOWN AND RESTART AT HIGH MACH NUMBER.

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

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

DATE	TIME
27	1515
NOV	63

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JOINT MESSAGEFORM

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4 DEC 63 00 56z

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INFO ROUTINE				

F [] 012

SPECIAL INSTRUCTIONS

TO: [] **NS**
PROT
 [] **FLTEST OPS**
 NO NIGHT ACTION

INFO [] **WR-PAI 17 FIGO-S**

- 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.
- NORMAL TAKEOFF AND CLIMB. AT M 2.51 RETARDED THROTTLE AND STALLED, ADVANCING THROTTLE CLEARED STALL.
- 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 M 1.39. RESTARTED THEN AND RETURNED HOME.

END OF MSG.

- 1 - SIG GEN
- 1 - COMDR
- 1 - DCS
- 1 - DCM
- 1 - DCO **ADCO**
- 1 - R&D

DATE []

MONTH **3** YEAR **1963**

WRITER	SYMBOL	RELEASES	SIGNATURE	DCM
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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

[Redacted]

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AND CHECKED OUT MACH HOLD AT 1.95 MACH. SYSTEM HELD ACFT PLUS
 .02 MACH. AS ACFT PASSED 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

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JOINT MESSAGEFORM

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26 Nov 63 23 47z

58696

OUT

ACTION INFO	PRECEDENCE PRIORITY ROUTINE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE				

FROM: **30**

AF16-5-OR P/A

TO: **1105** INFO:

OPS FLTEST

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- R&D

1. ARTICLE 122 MADE FLIGHT 38 ON 26 NOV 63. PILOT:

TAKE OFF 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 FLUCUATE 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, WHEN ACFT HAD ACCELERATED TO 2.35 MACH, THE LEFT ENGINE STALLED AGAIN. TERMINATED THE TEST CARD

DATE	TIME
26	1350
MONTH	

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2646

DIFFICULTIES ENCOUNTERED. FINAL DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MSG

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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22 Nov 63 02 37z

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56885

PRIORITY

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRY	BOOK	MULTI	SINGLE	
INFO ROUTINE				

FROM: [] **2616**

TO: [] HQS
[] project
[] FLTEST OPS

INFO [] WDP-DAT DE 160-5

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - DCM
- ① - DCO
- 1 - R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 37 ON 21 NOV 63. PILOT [] TAKEOFF AT 1524 HOURS [] TIME FOR 00:47 MINUTES. GROSS WEIGHT 70,000 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 []

DATE	TIME
21	1800
MONTH	YEAR
	63

WRITER	SYMBOL		RELEASES
	TYPED NAME AND TITLE (Signature, if required)		
	PHONE	PAGE NR.	
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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17 Nov 63 00 07z

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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK MULTI SINGLE			
INFO ROUTINE				

FF [redacted] HQS 2522

TO: [redacted] INFO [redacted] WRIGHT-PAT AFIC-5
 [redacted] FLTEST OPS

- SPECIAL INSTRUCTIONS
- 1-SigCen
 - 1-Comdr
 - 1-DCS
 - 1-DCM
 - 1-DCO
 - 1-R&D

NO WITE ACTION

1. ARTICLE 122 MADE FLIGHT 36 ON 16 NOV 63 (SECOND FLT OF DAY). PILOT [redacted] TAKE OFF AT 12:42 HOURS FOR 56 MINUTES. GROSS WEIGHT 89,600 BOUNDS. C.G. 21.8 PERCENT. MAXIMUM SPEED 2.45 MACH AND MAXIMUM ALTITUDE 64,000 FEET. PURPOSE: ENGINE RE-LIGHT JUST BELOW INLET ROUGHNESS 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" HYDRAIC SYSTEM GAGE WENT TO 100 PSI. [redacted] 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 [redacted] ACFT

ROLLED OUT ON OVERRUN AND [redacted] SHUTDOWN BY [redacted]

DATE	TIME
16 MONTH	1415 YEAR
	63

W/ITER	SYMBOL		SIGNATURE	
	TYPED NAME AND TITLE (Signature, if required)		[redacted]	
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	SECURITY CLASSIFICATION	1	1	

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DCM

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

PAGE TWO

2522

CAUSE BRAKE ACTION WAS NOT STOPPING KEKEX AIRCRAFT. AIRCRAFT CAME TO STOP ON [] WEST OF OVERRUN. NO DAMAGE.

END TO MESSAGE

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(E TWO)

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

END OF MESSAGE

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JOINT MESSAGEFORM

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CLASSIFICATION OF REFERENCE

PRECEDENCE

TYPE MSG (Check)

ACCOUNTING SYMBOL

ORIG. OR REFERS TO

ACTION

PRIORITY

BOOK

MULTI

SINGLE

INFO

SPECIAL INSTRUCTIONS

2517

695 WRIGHT-PAT AF100-S

TO:

INFO

PROTECT

TEST OPS

NO NIGHT ACTION

- 1-SigCen
- 1-Comdr
- 1-DCS
- 1-DCH
- 1-CCO
- 1-R&D

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 ADOPTER RING, SHOCK TRAP ON BLEED 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 110 KEAS. WHEN AIRCRAFT DECELERATED TO 400 KEAS

DATE	TIME
NOV 16	2030

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DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

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FROM:

2236

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 MSG.

SYMBOL

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PRIORITY

OUT

56176

PRECEDENCE	TYPE (PLAIN, CODED)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK, BULLET, MESSAGE			

TO: [REDACTED] **7208**

INFO: [REDACTED] **WRIGHT-CAF AF100'S**

PROJECT [REDACTED] **TEST OPS**

NO NIGHT ACTION

1. AIRCRAFT 122 MADE FLT 34 ON 1 NOV 63. PILOT [REDACTED] TAKE OFF AT 1:25 HOURS AREA TIME FOR 10:55 MINUTES. GROSS WEIGHT 49,300 POUNDS. C.L. 20.4 PERCENT. MAXIMUM SPEED 245 KNOTS, MAXIMUM ALTITUDE 72,000 FEET. PURPOSE: AFT PERFORMANCE - TWO ACCELERATION GLIDES, ONE ON THE 350 FEAS LINE AND ONE ON THE 400 FEAS LINE, LEVEL ENCOUNTERING [REDACTED]

2. AFTER NORMAL TAKE OFF SEQUENCE, PILOTURES WERE TAKEN AT 10,000 FEET, 20,000 FEET, 30,000 FEET, 40,000 FEET, 50,000 FEET, 60,000 FEET, 70,000 FEET, 80,000 FEET, 90,000 FEET, 100,000 FEET. POWER WAS REDUCED TO MINIMUM AT 70,000 FEET. CRUISE CLIMBED TO 72,000 FEET ON SLOPED RUN. DESCENT, LANDING AND BRAB CRUISE WERE NORMAL.

3. SPEED AND BY-PASS DOORS AUTOMATICALLY [REDACTED]

SPECIAL INSTRUCTIONS

- 1 - SIG GEN
- 1 - CDR
- 1 - DCS
- 1 - DCM
- 1 - DD
- 1 - RAD

DATE	TIME
1	1800
DAY	63

SYMBOL	SIGNAL
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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25 OCT 63 01 26z

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ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE	
	PRIORITY	BOOK	MULTI	SINGLE				
INFO	ROUTINE							

TO: 2032
 1695 *AFIGOS WRIGHT-PAT*
PROTECT INFO
 OPS FLTEST

- SPECIAL INSTRUCTIONS
- 1 SIG GEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 32 ON 24 OCT 63. PILOT: TAKE OFF AT 15:41 HOURS FOR 57 MINUTES. GROSS WEIGHT 101,350 LBS, C.G. 21.8 PERCENT, TAKE OFF SPEED 200 KNOTS, TAKE OFF ROLL 7000 FT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 68 DEGREES, WIND CALM. MAXIMUM SPEED 2.53 MACH AND MAXIMUM ALTITUDE 71,000 FT. PURPOSE: AIRCRAFT PERFORMANCE WITH 80 SQ INCHES 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 EXPERIENCED AT 2.51 MACH (375 KEAS). DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

DATE	TIME
25 OCT 63	1805

REPLY TO	SYMBOL	REPLY TO
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JOINT MESSAGEFORM

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PRIORITY

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PRECEDENCE	TYPE MSG. (Check) BOOK MULTI SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRTY				
INFO DOMSINE				

FROM: [Redacted] **2161**

TO: HQS
[Redacted] INFO [Redacted]
[Redacted] 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

- SPECIAL INSTRUCTIONS
- 1 - SIG CEN
 - 1 - COMDR
 - 1 - DCS
 - 1 - DCM
 - 1 - DCO
 - 1 - R&D

DATE	TIME
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MO	63

~~ALTITUDE PROBES WILL BE SWITCHED FOR THIS FLT~~

SYMBOL

END OF MSG.

TYPED NAME AND TITLE (Signature, if required)

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SECURITY [Redacted] CLASSIFICATION

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SIGNATURE [Redacted]

TYPE [Redacted]

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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12 OCT 63 21 30z

55719

OUT

PRIORITY

ACTION INFO	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	ROUTINE	BOOK	MULTI	SINGLE			

[Redacted]	1730	AF100-S WRIGHT-PAT	SPECIAL INSTRUCTIONS
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TO: [Redacted] *OPS*
PROTECT
 [Redacted] FLTEST OPS

INFO: [Redacted]

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 H&D

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~~ ^{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 THE FLIGHT. THE AIRCRAFT
 IS SCHEDULED FOR A SECOND FLIGHT TODAY, DUPLICATING THE FIRST FLIGHT'S
 CARD, EXCEPT THAT THE TERTIARY DOORS WILL BE FREE SWINGING.

END OF MESSAGE

DATE	TIME
	1255
	63

WRITER	SYMBOL			RELEASER	SIGNATURE	
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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12 OCT 63 21 32z

55720
55720

OUT

PRIORITY

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	INFO	BOOK	MULTI	SINGLE			

TO:		1791		AF100-5 WRIGHT-PAT		SPECIAL INSTRUCTIONS	
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PROJECT
 INFO: []
 PLTEST OPS

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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 LIMITED. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. ~~EXEMPT~~ 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.

DATE	TIME
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WRITER	SYMBOL		END OF MESSAGE		RECEIVER
	TYPED NAME AND TITLE (Signature, if required)				
	PHONE	PAGE NR.	NR. OF PAGES		
	SECURITY CLASSIFICATION		TYPE		

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FROM:



1750

OUT

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

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11 Oct 63 02 45Z

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OUT

PRIORITY

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ROUTINE

TYPE MSG (Check)

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ACCOUNTING SYMBOL

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CLASSIFICATION OF REFERENCE

SPECIAL INSTRUCTIONS

1750

TO:

[Redacted]

~~PROTECT~~

OPS FLTEST

NO NIGHT ACTION

INFO:

[Redacted]

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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.

DATE TIME

1515

YEAR

63

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SECURITY CLASSIFICATION

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FROM: [] []

1729

~~OUT~~

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

3. THE PILOT REPORTED THAT LEFT ENGINE, SPIKE, AND BY-PASS DOOR OPERATION WERE EXCELLENT. RIGHT ENGINE SPIKE AND BY-PASS DOOR PROBLEMS WERE THE SAME AS PREVIOUS FLIGHT. AUTO-PILOT OPERATION WAS GOOD ON ALTITUDE AND HEADING HOLD BUT MACH 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 VISOR OR SUN SHADE FOR THE CANOPY. THE AIRCRAFT IS NOW SCHEDULED FOR TWO MORE FLIGHTS TODAY. BOTH ARE IN THE .7 TO 1.2 MACH RANGE, 37,000 FT TO INVESTIGATE TERTIARY DOOR AND EJECTOR FLAP OPERATION.

END OF MESSAGE

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JOINT MESSAGEFORM

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10 OCT 63 20 11z

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OUT

PRIORITY

ACTION	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE			

INFO
FRG

[Redacted]

1729

AFICOS Wright-Patt

TO:

HQ

Project

OPS FLTEST

INFO

[Redacted]

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

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 NORMAL FORWARD AND THE BY-PASS DOORS WERE PLACED IN ~~MANUAL OPEN~~ MANUAL OPEN. THESE ACTIONS ELIMINATED THE SHAKE, BUT YAW WAS STILL

DATE	TIME
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	63

~~APPARENT BECAUSE OF THRUST DIFFERENTIAL BETWEEN LEFT AND RIGHT ENGINES~~

TYPED NAME AND TITLE (Signature, if required)

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DCM

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1680

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

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 ~~1/4~~ 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 WEEKS

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

END OF MESSAGE

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JOINT MESSAGEFORM

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7 OCT 63 23 42z

PRIORITY

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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INFO ROUTINE				

FROM: [] **1656**

TO: [] **HQS** INFO []
[] **FLTEST OPS** **WR-PAT DF160-5**

SPECIAL INSTRUCTIONS

- L- SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - DCM
- 1 - DCO
- 1 - R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 26 ON 7 OCT 63. PILOT: []
TAKEOFF AT 1200 HOURS [] TIME FOR ONE HOUR AND TEN
MINUTES. GROSS WEIGHT 100,500 POUNDS, C.G. 24.1 PERCENT,
PRESSURE ALTITUDE 4148 FEET, TEMPERATURE 74 DEGREES F.
TAKEOFF ROLL 6850 FEET. COMPUTED AND ESTIMATED ACTUAL TAKEOFF
SPEED 198 KNOTS WITH ROTATION AT 181 KNOTS WIND LIGHT AND
VARIABLE. MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 71,500
FEET TO 72,000 FEET. PURPOSE: HEAT SOAK AND ENGINE INLET
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 TESTS

DATE [] TIME []
MONTH **7** 1630

63

WRITER	SYMBOL		SIC	
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1656

ACCELERATION, AND CRUISE. EXPERIENCED DIFFICULTY IN ACCELERATING IN TURN AT NORTH
 END OF ROUTE. O.K. AFTER LEVEL OFF ON SOUTH HEADING. 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 CHARAC-
 TERISTIC BUZZ. THE EXPECTED ROUGHNESS DID NOT APPEAR AT MAXIMUM SPEED END OF SPEED
 RUN. RELITE WAS SATISFACTORY. AUTO-PILOT CHECKED ^{OUT} OTU DURING TEST EXCEPT FOR [REDACTED]
 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 MSG.

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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
PRIORITY	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			

INFO: [Redacted] 1583

TO: [Redacted] *HQS* *AFICAS WRIGHT-PAT*

PROJECT [Redacted] INFO: [Redacted]

[Redacted] *NO NIGHT ACTION*

- SPECIAL INSTRUCTIONS
- 1 SIG GEN
 - 1 COMDE
 - 1 DCS
 - 1 DCM
 - 1 DCG
 - 1 R&D

1. ARTICLE 122 MADE FLIGHT 25 ON 23 SEP 69. PILOT: [Redacted] TAKE OFF AT 13:56 HRS FOR 1 HOUR AND 11 MINUTES. GROSS WEIGHT 103,000 LBS, C.G. 19 PERCENT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 79 DEGREES F., TAKE OFF HULL 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 NORMAL. RIGHT ENGINE STALLED WHEN ACFT WAS AT APPROXIMATELY 67,000 FT. STALL CLEARED AND AFTERBURNER RELIED 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.

WRITER	SYMBOL		END OF MESSAGE		RELEASED	TYPED	
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11 SEP 63 00 36z

OUT

PRIORITY

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ACTION

BOOK MULTI SINGLE

INFO

FROM:

[Redacted]

1185

SPECIAL INSTRUCTIONS

TO:

[Redacted] **695**
PROJECT

AF100-5 WR1980-PAT

INFO:

[Redacted]

OPS FLIEST

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

1. AIRC 122 MADE FLT 24 ON 10 SEP 63. PILOT: [Redacted]

ENDURANCE 1 HR 12 MINUTES, TAKE OFF TIME 10:35 LOCAL. GROSS WEIGHT 101,950 LBS, C.G. 21.9 PERCENT. TAKE OFF 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 [Redacted] AND ON RETURN TO HOME BASE HAD 16,000 LBS FUEL REMAINING, SO MADE ANOTHER LOOP TO [Redacted]

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

END OF MESSAGE

DATE TIME

16 NTH 1555

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REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

OUT

~~SECRET~~

1163

AT 2.42 VIOLENT SURGING OCCURRED FOLLOWED BY AB BLOWOUT. HOWEVER, ENGINE KEPT HUMMING 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 ~~NOT~~ 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 O.K. 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 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 POD 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 RINGS AS IS. THERE WILL BE NO CHANGE MADE TO THE SHOCK TRAPS BLEED DUMPS AT THIS TIME. THEY ARE AT THIS MOMENT CHANGING ENGINES TO REPLACE THE ONE THAT DAMAGED

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JOINT MESSAGEFORM

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9 SEP 63 23 17Z

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ACTION IMMEDIATE	BOOK	MULTI	SINGLE			
INFO [REDACTED]						

FROM [REDACTED] **1163**

TO: [REDACTED] **1695** *WRIGHT-PAT AF100-5*

PRO [REDACTED] INFO [REDACTED]

[REDACTED] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - DCM
- 1 - DCO
- 1 - R&D

1. ARTICLE 122 MADE FLIGHT 23, 9Sep63. PILOT [REDACTED] DURATION 57 MINUTES, TAKEOFF TIME 100° HOURS [REDACTED] 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 REMORKED 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

DATE	TIME
MONTH 9	2430
YEAR 63	

WRITER

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23 Aug 63 02 50z

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FROM:

[Redacted]

0895

AF160/S NR16AT/PAT

TO:

HQS
PROJECT
OPS ELTEST

INFO:

[Redacted]

SPECIAL INSTRUCTIONS

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 22 ON 22 AUG 63. PILOT: [Redacted] 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 [Redacted] FULL A/B AND CLIMB ON 400 KEAS LINE TO 40,000 FT. STARTED ACCELERATION RUN MAKING TURN TO SOUTH AT [Redacted] 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.+ 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

DATE	TIME
22	1900
MONTH	YEAR
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WRITER	SYMBOL	
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RELEASE

[Redacted]

[Redacted]

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63

TRE 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 FO MSG.

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19 Aug 63 22 11z

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INFO				
FROM:				

TO: **1695** **0823** **AF10-5 WRIGHT-PAT**

INFO: **PROTECT** **OPS FLEST**

SPECIAL INSTRUCTIONS

- 1 SIG GEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

1. ARTICLE 122 MADE FLIGHT 21 ON 19 AUG 63. PILOT: SCHALK. TAKE OFF AT 10:42 HOURS FOR 22 MINUTES. GROSS WEIGHT 98,700 LBS. C.G. 22 PERCENT. MAXIMUM SPEED .6 MACH, MAXIMUM ALTITUDE 17,000 FT. PURPOSE: HEAT SOAK AT 2.2 MACH.

2. TAKE OFF WAS NORMAL, BUT DURING INITIAL CLIMB THE PILOT NOTED GEAR NOT SAFE LIGHT ON. THE CHASE PILOT REPORTED THAT THE NOSE GEAR DOORS APPEARED TO BE OPEN APPROXIMATELY ONE INCH. RECYCLING THE GEAR TWO TIMES DID NOT CORRECT THE SITUATION SO THE FLIGHT WAS TERMINATED. THE PILOT DUMPED 20,000 LBS OF FUEL WHILE IN DESCENT TO LANDING PATTERN. LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

3. NEXT FLIGHT DATE INDEFINITE PENDING INVESTIGATION OF GEAR UP ~~XXXXXXXXXX~~ LOCK MALFUNCTION.

END OF MESSAGE

WRITER	SYMBOL	SIGNATURE
	TYPED NAME AND TITLE (Signature, if required)	TYPE
	PHONE	PAGE NR.
	SECURITY CLASSIFICATION	NR. OF PAGES
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DATE: [] TIME: []

500

53

DCM

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

OUT

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

0895

OUT

BE ATTACHED TO SUIT VENT HOSE AND SUIT. WHEN HOSE BECOMES DISCONNECTED,
 THE PILOT MUST PRESENTLY FEEL AROUND THE COCKPIT TO LOCATE HOSE
 CONNECTION. PILOT ALSO STATED THE SPECIAL OPERATING AREA 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

SYMBOL

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SECURITY CLASSIFICATION

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2

2

OUT

~~SECRET~~

0788

RIGHT HAD DONE 15 AUG 63. HOWEVER, LEFT ENGINE WAS VERY STEADY WITH NO SPIKE FLUCTUATION. THERE WERE SLIGHT FLUCTUATIONS OF THE RIGHT SPIKE BUT NOTHING SIGNIFICANT. DURING THE ^{TURN} ~~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 [REDACTED] HE WAS AT 70,000 FEET, M. 2.3 AND HAD 14,000 POUNDS FUEL REMAINING. AT [REDACTED] 8,000 POUNDS REMAINED, SO HE CAME OUT OF AB, MADE A TURN OVER BASE DESCENDED AND LANDED. LANDING NORMAL, GOOD CHUTE.

5. [REDACTED] 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 MSG.

SYMBOL	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL 282 **OUT**
IMMEDIATE

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OP INK	BOOK	MULTI	SINGLE			
INFO ROUTINE						

FROM: [] 787

TO: **1695** **WRIGHT-PAT: AF100-5**
[] INFO []
PROJECT
[] FLTEST OPS

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - DCO
- 1 - DCM
- 1 - R&D

1. ARTICLE 122 MADE FLIGHT 20 16 AUG 69. PILOT []
T. O. GROSS WEIGHT 95,000 POUNDS, CG 21.9 PERCENT. DURATION ONE HOUR AND ONE MINUTE. TAKEOFF TIME 0725 HOURS [] TIME. MAXIMUM SPEED M. 2.36, MAXIMUM ALTITUDE 75,150 FEET. 32 MINUTES ABOVE M 2.0. PURPOSE OF FLIGHT WAS INVESTIGATION OF ENGINE STALLING IN TURN AND EXTENDED HEAT SOAK TIME ABOVE M 2.0. CONFIGURATION WAS 31.5K ENGINES, SUPERFAST TRIMMERS AND FULLY AUTOMATIC SPIKE AND DOOR CONTROLS.

2. TAKEOFF MADE IN AB FOLLOWED BY CLIMB TO 40,000 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.

3. FLIGHT PROCEEDED NORTH 650 MILES WHERE A RIGHT TURN WAS INITIATED TO DETERMINE IF LEFT ENGINE WOULD STALL AS

DATE	TIME
16	1100
MONTH	YEAR
AUG	69

RECEIVED	SYMBOL	SIGNATURE	
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	SECURITY CLASSIFICATION	[] R & D	

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

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14 Aug 63 23 46z

OUT

PRECEDENCE PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE			

FROM: [redacted] 0747

TO: [redacted] **OPS FLTEST**

INFO: [redacted] **DEFIG-5 WRIGHT-PAT**

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 **DCO**
 - 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 19 ON 14 AUG 63. TAKE OFF AT 11:25 HOURS FOR 55 MINUTES. GROSS WEIGHT 90,000 LBS, C.G. 21.1 PERCENT. PILOT: [redacted] MAXIMUM SPEED 2.25 MACH, MAXIMUM ALTITUDE 65,000 FT. PURPOSE: HEAT SOAK AT 2.2 MACH.

2. NORMAL TAKE OFF AND CLIMB TO 40,000 FT, THEN STARTED CLIMB ON 375 KEAS LINE UNTIL REACHING SPEED OF 2.2 MACH. POWER LEVER POSITION WAS APPROXIMATELY ONE THIRD FORWARD FROM MINIMUM A/B POSITION TO MAXIMUM A/B POSITION TO MAINTAIN 2.2 MACH. FLIGHT WAS VERY SMOOTH ON OUTBOARD LEG, TURN AT [redacted] AND RETURN TO [redacted] AS ACFT MADE TURN OVER [redacted] (2.2 MACH AND 63,000 FT), PILOT NOTICED FLUCTUATION OF "R" HYDRAULIC SYSTEM GAGE. FLUCTUATION STOPPED WHEN ACFT WAS STRAIGHT AND LEVEL OUTBOUND. AS ACFT APPROACHED [redacted]

[redacted] THE RIGHT ENGINE STALLED AND AFTERBURNER BLEW OUT (2.2 MACH AND 65,000 FT). THE PILOT DID NOT NOTICE ANY

DATE	TIME
14	1630
MONTH	YEAR

WRITER

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RECEIVER

TYPED

[redacted]

DCM

DD FORM 1 MAY 55 173

REPLACES FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

OUT

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

0747

HYDRAULIC SYSTEM GAGE PRIOR TO ENGINE STALL. REDUCTION OF POWER AND BY-PASS DOORS TO OPEN POSITION CLEARED THE STALL. SINCE THE ACFT WAS DECELERATING AND THE MISSION WAS ALMOST COMPLETED AS BRIEFED, THE PILOT ELECTED TO TERMINATE THE FLIGHT. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. BY-PASS DOORS WERE IN MANUAL CLOSED POSITION TO 40,000 FT THEN AUTOMATIC REMAINDER OF FLIGHT. SPIKES AUTOMATIC ALL THE WAY. ACFT FLEW 24 MINUTES ABOVE 50,000 FT, 19 MINUTES ABOVE 2.0 MACH, AND 16 MINUTES AT 2.2 MACH. PILOT STATED THE ENGINE FUEL CONTROL SUPER FAST TRIMMERS WORKED VERY WELL, BUT THAT LEFT ENGINE THROTTLE BINDING WAS SEVERE AT 4000 R.P.M. AFTER FLIGHT INSPECTION REVEALED THAT A FILLET FROM THE RIGHT UNDER AND AFT PORTION OF THE FUSELAGE WAS LOST DURING FLIGHT.

END OF MESSAGE

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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18 JUL 63 03 05Z **OUT**

PRECEDENCE PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	ACTION	BOOK	MULTI			

FROM: []

0340

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 CONDR
- 1 DCS
- 1 DCM
- ① DCO
- 1 R&D

TO: [] HQS AF 160-5 WP. 647-PA T

INFO: [] []

[] 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. ~~YRK~~ 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 ~~BLEED CONTROL ON RIGHT ENGINE~~ (31.5K) AND AUTOMATIC ON LEFT ENGINE (30K). 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

DATE	TIME
MO 47H	1700

THROUGHOUT. THE ONLY IMPROVEMENT NOTED WAS ~~IN~~

WRITER

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SECURITY CLASSIFICATION

RELEASED

[]

R&D

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OUT

~~SECRET~~

FROM:

0340

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

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
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FROM:

0254

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. TENTATIVELY PLANNING TO USE ENGINE NBR 218. ESTIMATE ACFT READY FOR FLIGHT 15 JUL 63.

222

END OF MESSAGE

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JOINT MESSAGEFORM

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12 Jul 63 00 13z

OUT

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO							

FROM: **025**

TO: **HDS** **WRIGHT-PAT AF160-5**

PROJECT **FLTEST OPS**

INFO:

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 17 ON 11 JUL 63. TAKE OFF AT 12:44 HOURS LOCAL FOR 43 MINUTES. GROSS WEIGHT 91,000 LBS AND CG 21.8 PER CENT. 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/~~2.0~~ 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

DATE	TIME
MONTH	1645
	63

TO TERMINATE TEST. BY-PASS DOORS WERE

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SECURITY CLASSIFICATION **SECRET** 2

PAGE NR. OF PAGES

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DCM

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~~SECRET~~

FROM:

[REDACTED]

360

AFTER STOPPING [REDACTED] NOTED THAT HE STILL HAD 5000 R.P.M. ON BOTH ENGINES AND THAT HIS THROTTLES HAD ONLY BEEN PULLED BACK TO THIS CONTROVERSIAL "LUMP" AND NOT BACK TO IDLE. AS HAS BEEN STATED BEFORE THIS SITUATION OCCURS IN THE FUEL CONTROL UNIT ITSELF AND MUST BE FIXED. WE HAVE, HOWEVER, HEARD OF NO SOLUTION FROM H-S.

3. AN INSPECTION OF THE AIRCRAFT ON THE [REDACTED] SHOWED SOME EVIDENCE OF DAMAGE OTHER THAN THAT TO THE WHEELS, BRAKES, AND TIRES, ALL OF WHICH MUST BE REPLACED. THE AIRCRAFT IS NOW BEING JACKED UP TO PUT NEW WHEELS ON AND IS BEING DEFOKLED PRIOR TO TOWING IT BACK TO THE HANGAR. INSPECTION IN THE HANGAR WILL DETERMINE THE EXTENT OF DAMAGE WHICH SHOWS SOME TEARING OF A STRESSED PANEL ON THE UPPER WING SURFACE AND SOME POPPED RIVETS, AND BENDING ON THE LOWER SURFACE. A CREW OF STRESS ENGINEERS PLUS X-RAY EQUIPMENT AND ARE COMING UP ON THE [REDACTED] 22 JUL TO ASSESS THE DAMAGE AND NECESSARY REPAIR.

4. AIRC 121 IS SCHEDULED FOR ENVELOPE EXTENSION FLIGHT AT 12:30L WITH RESCHEDULED FUEL CONTROL ON LEFT ENGINE.

SYMBOL

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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19 JUL 63 17 43z

OUT

OPERATIONAL

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO	IMMEDIATE	MULTI SINGLE		

0360

TO:

445

INFO:

WRIGHT PAT AF-160/S

REJECT

OPS FLTEST

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- ① DCO
- 1 R&D

1. AIRC 122 MADE A REJECTED TAKE OFF AT 0730L, 19 JUL 63. T.O. WEIGHT 96,000 LBS, C.G. 21.8 PERCENT. PILOT: [] THE PURPOSE OF THE FLIGHT WAS TO HAVE BEEN ENVELOPE EXTENSION UTILIZING MANUAL ENGINE BLEED CONTROLS AND MANUAL BY-PASS DOOR CONTROLS WITH 31.5K AND ONE 30K ENGINE.

2. NO EGT TRIMMING CHECK WAS MADE ON THE ENGINES AT THE END OF THE RUNWAY SINCE ENGINES HAD JUST BEEN CHECKED ON PRIOR RUN UP. WHILE GOING THROUGH ENTIRE PRE-TAKE OFF CHECK LIST [] MISSED THE BY-PASS BLEEDS CLOSURE REQUIREMENT. THEY MUST BE CLOSED AT ENGINE R.P.M. OVER 5000. HE THEN PROCEEDED DOWN THE RUNWAY TO TAKE OFF SPEED OF 190 KNOTS WHEN JUST AT LIFT OFF ONE ENGINE STARTED TO BLURP LIKE COMPRESSOR STALL. AFTER SEVERAL OF THESE HE ELECTED TO ABORT, TOUCHED DOWN AT NORTH TAXI WAY, TOUCHED THE BRAKES AND BLEW ALL SIX TIRES, ROLLED ONTO OVERRUN AT 170 KNOTS, POPPED THE CHUTE ROLLING

DATE	TIME
19	1030
MONTH	YEAR
JUL	63

ON MAIN WHEEL, TURNED OFF OVERRUN ONTO [] AND CAME TO A STOP.

WRITER

TYPED NAME AND TITLE (Signature, if required)

TYPED (or stamped) NAME AND TITLE

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R&D OFFICER



JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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10 Jul 53 22 00

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PRECEDENCE ACTIVITY INFO	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

TO: 0231		SPECIAL INSTRUCTIONS
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TO: HQ	INFO: WRIGHT-PAT AF 1602S	1 SIG CEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 R&D
subject		

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 16 ON 10 JUL 63. TAKE OFF AT 11:29 HOURS LOCAL FOR 52 MINUTES. GROSS WEIGHT 100,000 LBS AND CG 21.8 PER CENT. PILOT: LOU SCHALK. PURPOSE OF FLIGHT: ENGINE OIL CONSUMPTION CHECK AND ENGINE OPERATION CHECK ABOVE 2.0 MACH.

2. A/B TAKE OFF AND CLIMB TO 40,000 FT. PILOT FIRST NOTICED LEFT ENGINE OVER-TEMP CONDITION (860 DEGREES) WHEN PASSING THROUGH 15,000 FT. PILOT BOTTOMED OUT TRIMMER BUT TEMP STILL 800 DEGREES AT 38,000 FT. ACFT LEVELED OFF AT 40,000 FT AND ACCELERATED TO 2.13 MACH. EGT WITHIN LIMITS BUT MILD DUCT ROUGHNESS ENCOUNTERED. ACFT REACHED 62,000 FT AND 2.23 MACH AT END OF 20 MINUTE CRUISE PERIOD. DESCENT MADE ON 300 KEAS LINE. LANDING AND CHUTE DEPLOYMENT NORMAL. RIGHT ENGINE WAS WITHIN EGT LIMITS AT ALL TIMES. LEFT ENGINE AFTERBURNER LEVER INSPECTION INDICATED OV

DATE	TIME
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WRITER	SYMBOL	SIGNATURE
	TYPED NAME AND TITLE (Signature, if required)	
	PHONE	TYPED (or stamped) NAME AND TITLE
	SECURITY CLASSIFICATION SECRET	DCM

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

0231

CAUSED DAMAGE NOR WERE THERE ANY INDICATIONS OF EXCESSIVE OIL
CONSUMPTION IN EITHER ENGINE. OIL CONSUMPTION AND ACTUAL
TEMPERATURE TO BE VERIFIED BY TEST INFORMATION.

END OF MESSAGE

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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22 JUN 63 02 38z

OUT

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			
INFO							

FROM: [Redacted] 9996 WRIGHT-PAT AF160-S

TO: [Redacted] HQS
 [Redacted] PROJECT
 [Redacted] FLTEST

INFO: [Redacted]

- SPECIAL INSTRUCTIONS
- 1 SIG CEN
 - 1 COMDR
 - 1 DCS
 - 1 DCM
 - 1 DCO
 - 1 R&D

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 [Redacted] TAKE OFF GROSS WEIGHT 93,000 LBS CG 22.0 PER CENT. PURPOSE OF FLT: SPECIAL EXTENSION AND PRESSURE SUIT CHECKOUT FOR [Redacted]

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. AUTOPILOT WAS DISENGAGED AND ACCELERATION WAS CONTINUED. LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING AT 1.9 MACH. LIGHT ~~STAYED~~ 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 PL

DATE	TIME

POWER AND ACFT "ZOOMED" 2,000 FEET TO 64,000 FT

WRITER

TYPED NAME AND TITLE (Signature, if required)

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SECURITY CLASSIFICATION

REMITTER

TYPED [Redacted]

~~SECRET~~

ACTING COMMANDER

~~SECRET~~

9998

DESCENT STARTED, BOTH A/B'S 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. SCAM 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.

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

END OF MESSAGE

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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OPERATIONAL 1852 OUT
IMMEDIATE

PRECEDENCE	TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OPERATIONAL IMMEDIATE	BOOK	MULTI	SINGLE		
INFO ROUTINE					

FRC: [] **9852** *WRIGHT-PAT AF100-5*

TO: [] *1895* INFO: []
PROJECT [] FLTEST

- SPECIAL INSTRUCTIONS
- 1 - SIG CEN
 - 1 - COMDR
 - 1 - DCS
 - 1 - DCO
 - 1 - DCM
 - 1 - R&D

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

DATE	TIME
12	1130
MONTH	YEAR

WRITER	SYMBOL		SIGN	
	TYPED NAME AND TITLE (Signature, if required)		TYPE	
	PHONE	PAGE NR.	NR. OF PAGES	[] R & D
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9852

DURING SWITCHOVER.

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

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9331

COULD FEEL THE CHANGE IN THRUST AS AIR WAS SPILLED.

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

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. 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.

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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ACTION OPERATIONAL IMMEDIATE	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO ROUTINE				

FROM	9334	SPECIAL INSTRUCTIONS
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TO:	<i>1695</i>	<i>WRIGHT-PAT AFICD</i>	1 - SIG CEN
<i>PROTECT</i>	FLTEST	INFO <input type="checkbox"/>	1 - COMDR
			1 - DCS
			1 - DCO
			1 - DCM
			1 - R&D

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 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 BIT

DATE	TIME
2	1130
MONTH	YEAR
5	63

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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24 APR 63 59 **OUT**

PRIORITY
PRECEDENCE

ACTION

PRIORITY

TYPE MSG (Check)

BOOK

MULTI

SINGLE

ACCOUNTING SYMBOL

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CLASSIFICATION OF REFERENCE

FR

9227

W/WHIT-PAT

SPECIAL INSTRUCTIONS

1-SigGen

1-Cdr

1-DCS

1-DCM

1-

1-DCO

TO:

1695

INFO

AF100-5

~~PROJECT~~

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: [] 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 MESSAGE

DATE

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DCO

DD FORM 173 1 MAY 55

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

902

35,000 FEET BUT AT 34,000 HIS RIGHT THROTTLE BEGAN STICKING AND NO MATTER WHERE HE PUT IT, HIGH OR LOW, IT WOULD RETURN TO MILITARY. 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 10,000 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 ONCE 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 DRAW),

ASYMMETRIC THRUST AND 2 and 1/2 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 TREE BURSTS ON LOU'S FLT THIS MORNING 11 APR 63 WERE VERY SHORT AND WONDERED WHETHER A LONGER DURATION SHOT WOULDN'T ENHANCE THE CHANCES OF RELIGHT.

9. ACFT 121, 122, 123 AND 124 ARE ALL SCHEDULED FOR FLIGHTS 12 APR 63.

10. ARTICLE 124 IS AIRBORNE AT THIS TIME AND WILL MAKE A NIGHT REFUELING FLT 11 APR 63.

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

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11 APR 63 23z

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OPERATIONAL IMMEDIATE	BOOK	MULTI	SINGLE	
INFO ROUTINE				

FROM: [] **9028**

TO: [] **1895** **WRIGHT-PAT**
 INFO: []
 PROJECT [] **FL TEST**

SPECIAL INSTRUCTIONS

- 1 - SIG GEN
- 1 - COMDR
- 1 - DCS
- 1 - DCO
- 1 - R&D

1. ARTICLE 122 MADE FLT 10, 11 APR 63. DURATION ONE HOUR AND 2 MINUTES. MAXIMUM SPEED M .91, MAX ALTITUDE 36,000 FEET. PILOT [] GROSS WEIGHT 90,000 POUNDS, CG 21.6 PERCENT. PURPOSE OF FLT: FIRST FLT FOR [] IN NUMBER 122, SPEED-POWER POINTS AND HYDRAULIC SYSTEM CHECK DURING GEAR EXTENSION.
2. DURING AB TAKE OFF PILOT NOTED A LARGE DIFFERENCE IN FUEL FLOW BETWEEN ENGINES, 1900 POUNDS AND 3000 POUNDS. THIS HAS BEEN ATTRIBUTED TO INSTRUMENTATION. DURING TAKE OFF AND CLIMB INSTRUMENTATION AND CAMERAS WERE ON RECORDING ACTION OF TAIL FLAPS AND TERTIARY DOORS.
3. DURING CLIMB OUT THE ENGINES SHOWED A 200 RPM DIFFERENCE REGARDLESS OF HOW PILOT TRIED TO CHANGE THEM.
4. THE FIRST POINT WAS TAKEN AT 25,000 FEET AT M . 9 WITH 27,500 POUNDS OF FUEL. HIS NEXT POINT

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PRIORITY

28 MAR 53 00 03

OUT

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ACTION PRIORITY	BOOK	MULTI	SINGLE			
INFO ROUTINE						

FROM [] **8820**

TO: [] **HQS** INFO [] **WRIGHT-PAT**

PROJECT [] **FLTEST**
NO NIGHT ACTION

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

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- ① DCO
- 1 - R&D

DATE	TIME
27	1500
MONTH	YEAR
MAR	63

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9028

WITHIN A WEEK.

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

END OF MSG.

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22 MAR 63 23 31 Z

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ACTION INFO	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	PRIORITY	BOOK	MULTI	SINGLE			

FROM: 8755

TO: INFO

OXCAR FT TEST
NO NIGHT ACTION

1. ACFT 122 MADE FLT NUMBER 8 ON 22 MAR 63. TAKE OFF GROSS WEIGHT 91,000 POUNDS; CG 21.5 PER CENT; 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 (OCA), 2 LOW PASSES, AND ONE FULL STOP LANDING. CHUTE DEPLOYMENT NORMAL. GENERAL CARTER AND PARTY OBSERVED FLIGHT.

END OF MESSAGE

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 R&D

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COMMANDER

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8820

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 OFF, SHUT OFF LEFT ENGINE EMERGENCY FUEL CUT-OFF SWITCH. THIS ACCOMPLISHED AT 2.25 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 KEAS, HELD THIS CONDITION ON MIL POWER ON RIGHT ENGINE, FUEL AT 10,000 POUNDS TOTAL. AT THIS POINT, RIGHT 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 BOSE GEAR STEERING REMAINED EFFECTIVE DURING LANDING ROLL DUE TO LEFT ENGINE WINDMILL DOWN TO L 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 MSG.

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INFO ROUTINE						

FROM:

[Redacted]

8701

TO:

[Redacted]

1695

INFO

[Redacted]

WRIGHT-PAT

PROJECT

[Redacted]

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- 1 - R&D
- 1 - DCO

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

[Redacted]

PURPOSE OF FLT, PERFORMANCE ENVELOPE EXTENSION, ARTICLE IS EQUIPPED WITH ONE 28K AND ONE 30K AFTERBURNER.

2. SHORTLY AFTER PASSING M 2.0 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 CARRIED A DISTINCT REDUCTION IN VIBRATION.

[Redacted]

3. WHILE AT 400 KEAS PILOT TRIED MANUAL BY PASS DOGR

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SYMBOLS OPEN AND MANUAL SPIKE FULL FORWARD WITH

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IN VIBRATION. HE THEN RETURNED CONTROLS TO AUTOMATIC WITH NO CHANGE. IN AN ATTEMPT TO LEARN MORE ABOUT THIS CONDITION, INCREMENTAL MANUAL BY PASS DOOR CONTROLS WILL BE INSTALLED NEXT WEEK AND I SHOULD GUESS INCREMENTAL MANUAL SPIKE CONTROLS WILL BE THE NEXT STEP. IN EFFECT THE PILOT AND ACFT ARE DESIGNING THE INST SCHEDULE.

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

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

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 AND INCREASE SPEED TO 390 KEAS TO EFFECT A START. START WAS MADE AT 20,000 FEET.

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

END OF MESSAGE

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JOINT MESSAGEFORM

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OPERATIONAL 20 392 **OUT**
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INFO ROUTINE					SPECIAL INSTRUCTIONS	

FROM: [REDACTED] **8563**

TO: **1895** [REDACTED] **INFO Wright-PATER**
PROJECT [REDACTED]

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- ① - DCO
- 1 - R&D

1. ARTICLE 122 MADE FLT 6, 8 MAR 63. DURATION 34 MINUTES
 MAX SPEED M 2.45, MAX ALT 62,000 FEET PLUS. TO GROSS WEIGHT
 91,200 POUNDS, CG 21.7 PERCENT, PILOT LOU SCHALK. PURPOSE OF
 FLT WAS EXTENSION OF THE FLT ENVELOPE AND HIGH MACH STABILITY
 CHECKS.

2. AB TAKEOFF AND CLIMB TO 38,000 FEET FOLLOWED BY
 ACCELERATING CRUISE TO M 1.8. A TURN WAS THEN INITIATED AT
 [REDACTED] ACCELERATING TO M 2.0. STABILITY CHECKS MADE
 AT MACH 2.1 COMING OUT OF THE TURN AND THEN THE ACFT WAS
 ACCELERATED TO M 2.45 AT 62,000 PLUS FEET RETURNING TOWARD
 BASE. THE LEFT ENGINE APPARENTLY HAD COMPRESSOR STALL AT
 2.45 SO HE THROTTLES WERE PULLED BACK AND AIRCRAFT DECELERATED.
 STABILITY CHECKS WERE MADE AT .1 MACH INCREMENTS WHILE
 DECELERATING. A NORMAL LANDING WAS MADE.

DATE	TIME
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MONTH	YEAR
MAR	63

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8563

3. THE BYPASS DOORS WERE ^{INTENTIONALLY} HELD IN A ONE AND ONE-HALF INCH OPEN

POSITION BY STOPS WHEN THE CONTROL WAS MOVED TO CLOSED. THIS PERMITTED THE HIGHER SPEED TO BE REACHED. THE SPIKE SCHEDULE WILL AGAIN BE MODIFIED FOR THE NEXT FLT AND THE BYPASS DOORS STOPS ALSO MAY BE CHANGED SLIGHTLY. LAC HOPES TO REACH M 2.8 BY THIS PROCEDURE WHILE WAITING FOR THE REDESIGNED INLET CONTROLS, DUE IN ONE TO TWO WEEKS.

4. ARTICLE 123 IS AIRBORNE AT THIS MOMENT IN AN INS TEST. ARTICLE 125 IS SCHEDULED FOR 1230 HOURS LOCAL TIME. ARTICLE 121 IS SCHEDULED FOR 1600 HOURS LOCAL TIME 8 MAR 63.

END OF MESSAGE

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INFO	OPERATIONAL IMMEDIATE					
FROM:	ROUTINE					

TO: [] 8497

INFO: [] HOS [] INFO [] W1-Pat

SPECIAL INSTRUCTIONS

- 1 - SIG CEN
- 1 - COMDR
- 1 - DCS
- ① - DCO
- 1 - R&D

1. ARTICLE 122 MADE FLT 5, 5 MAR 63. DURATION 56 MINUTES. GROSS WEIGHT 90,000 POUNDS, MAX ALT 62,000 PLUS. PILOT []

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

2. AB TAKEOFF, FOLLOWED BY CLIMB TO 32,000 FEET AND 300 KEAS, CRUISE TO 70 MILES NORTH OF [] AND THEN TURNED BACK TOWARD BASE. WITH 24,600 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 THE SHOCK ON THE LEFT SIDE. THRUST THEREFORE STARTED TO DECAY

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8497

ON THAT SIDE ALTHOUGH NO ROUGHNESS, COMPRESSOR STALL, OR AB BLOWOUT WAS NOTED. HOWEVER, THE FLT WAS TERMINATED THERE SINCE THE ACFT COULD NO LONGER ACCELERATE.

4. AT THIS POINT THE PILOT STARTED TO GET HOT AND WAS FORCED TO SWITCH TO CROSS OVER TO THE OTHER ENGINE TO KEEP COOL. HE THEREFORE RETURNED TO BASE WITH 12000 POUNDS OF FUEL REMAINING.

5. INSPECTION SHOWED A FAILURE IN THE LEFT ENGINE REMOTE GEAR BOX WHICH IN TURN LED TO THE COCKPIT OVERHEAT. IT WILL BE NECESSARY TO CHANGE THE GEAR BOX WHICH WILL POSTPONE FURTHER FLYING OF 122 UNTIL FRIDAY OR SATURDAY.

6. NUMBER 124 MADE A SECOND FLIGHT TODAY 5 MAR 63 WHICH WILL BE REPORTED LATER.

7. 123, 124 AND 125 ARE ALL SCHEDULED FOR 6 MAR 63. ENGINE RUNS ON 125 ARE BEING DONE THIS AFTERNOON.

END OF MESSAGE

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INFO	ROUTINE						

8455

TO: **HAS**

INFO: **WRIGHT-PAT**

Project

SPECIAL INSTRUCTIONS

- 1-SigCen
- 1-Cmdr
- 1-DCS
- 1-DCO

NO NITE ACTION

FLT #4 ~~TEST #16~~ ON 122, 1 MAR 63. FLYING TIME: 41 MIN.
 FLOWN BY SCHALK. T.O. GROSS WEIGHT: 90,000 LBS. 21.7% CG.
 AB CLIMB TO 58,000 TO 2.24 MACH NUMBER. ACCELERATION FELL OFF
 FROM 2.1 ON UP TO 2.24 MACH. PILOT FELT HE HAD REACHED SPEED
 LIMIT. HAD DUCT BUZZ FROM 1.98 MACH NUMBER TO 2.24. INTERMITTENT
 AB OPERATION FROM 2.16 TO 2.24 MACH. DUCT BUZZ DISAPPEARED DURING
 DECELERATION. LANDING WAS MADE HEAVY WITH 12,000 LBS OF FUEL.
 LANDING NORMAL WITH PROPER DRAG CHUTE OPERATION.

END OF MESSAGE

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MAR 63

DCO

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DCO