

CLASSIFIED MESSAGE

DATE 1840Z 12 JUL 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b) (1) 5Yrs (N)

FROM :

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

INFO : S/C (11)

DCM

TOR: 1908Z 12 JUL 62

100

EF 19C

OPERATIONAL IMMEDIATE

IN 42383

TO OPIM

INFO

CITE 5357

OXCART

EYES ONLY KIEFER BEIRLI PARANGOSKY FROM N E NELSON

FLIGHT 25 AIRBORNE 0700 JULY 12, 1962, DURATION 1 HOUR 43 MINUTES. LOU SCHALK PILOT. OBJECTIVE REFUELING OF A-12 WITH KC-135 AT FULL FUEL FLOW AND IN DESCENT. TAKE-OFF AT 25,000 LBS IN AB WITH WATER FOLLOWED BY CLIMBOUT TO 28,000 FEET IN AB.

FIVE CONTACTS WERE MADE WITH TANKER. NBR 1 AT M .8 WAS A DRY HOOK-UP BUT A-12 REMAINED ON THE BOOM FOR 10 MINUTES 10 SECONDS. THIS WOULD BE APPROXIMATELY ENOUGH TIME TO TRANSFER A FULL LOAD OF FUEL OPERATIONALLY. NBR 2 WAS MADE AT M .8 AND FUEL WAS TRANSFERRED AT MAXIMUM RATE OF 5400 POUNDS PER MINUTE AT FULL PRESSURE, 6000 LBS WERE TRANSFERRED. NBR 3 WAS MADE AT M .68 AND 6000 LBS WERE TRANSFERRED. NBR 4 WAS MADE AT M .8 AT 32,000 FEET ALTITUDE WITH NO HOOK-UP. NBR 5 WAS MADE AT M .8 AT 32,000 FEET AND A DESCENT RATE OF 300 FPM WAS ESTABLISHED, 10,000 LBS WERE TRANSFERRED AND AFTER DESCENDING 500 PLUS FEET VOLUNTARY DISCONNECTED WAS MADE AND ALL

APPROVED FOR RELEASE
DATE: AUG 2007

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5357 (IN 42383)

PAGE TWO

AIRCRAFT RETURNED TO BASE.

THE A-12 REACHED ITS MAXIMUM WEIGHT ON THE BOOM TO DATE OF 75,000 LBS. IT ALSO REACHED A MOST REARWARD CG OF 29 PERCENT ON FLIGHT 24.

DURING THE 10 MINUTE HOOK-UP TODAY A 180 DEGREE TURN WITH 25 DEGREES BANK WAS MADE. THE A-12 TRAILED VERY WELL WITH MAXIMUM DRIFT IN AZIMUTH OF 9 DEGREES AND MAXIMUM BOOM TELESCOPING 9 FEET TO 17 FEET.

THIS COMPLETES THE REFUELING PROGRAM UNTIL THE J-58 ENGINES ARE INSTALLED IN THE AIRCRAFT SOMETIME THIS FALL. WITH THE CHANGE IN THE J-58 SCHEDULE THIS IS SOMEWHAT INDEFINITE.

THE PROPOSED PROGRAM FOR THE NEXT FIVE WEEKS WAS FORWARDED BY WIRE YESTERDAY.

END OF MESSAGE

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