

CLASSIFIED MESSAGE

DATE 0112Z 03 JULY 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO DIRECTOR

EO 12958 3.3(b) (1) 25Y (N)

FROM [redacted]

*CEIQC*

**OPERATIONAL IMMEDIATE**  
OPS IMMED

ACTION: CSA (1,2,3,4,5,6,7,8,9,10)

INFO: S/C (11)

EG

TOR: 0138Z 03 JULY 62

*ROD*

IN 41309

TO OPIM [redacted]

INFO

DATE

5234

OX CART

NO NITE ACTION

EYES ONLY MR KIEFER, COL DEERLI, MR PARANGOSKI FROM MR NELSON

FLIGHT NUMBER 19 FLOWN TODAY, JULY 2, AIRCRAFT WAS AIRBORNE AT 1517 AND DURATION WAS 44 MINUTES. OBJECTIVE OF FLIGHT WAS FURTHER INVESTIGATION OF THE MACH 1.4 VIBRATION PROBLEM. TAKE-OFF WAS MADE IN AD WITH WATER FOLLOWED BY CLIMB IN AD TO 38,000 FT. THE AIRCRAFT WAS THEN ACCELERATED TO 1.32M AND THE BY-PASS DOORS OPENED. THIS WAS FOLLOWED BY ACCELERATED CLIMB REACHING 397 KEAS AT 47,500 FEET ALTITUDE. THIS IS A MACH NUMBER OF 1.58 TO 1.6. SEVERAL ROLLER COASTER AND TURNS AT 1 1/2 G WERE THEN MADE AT 1.58 M. THE VIBRATION PROBLEM IS APPARENTLY DUE TO FLOW CONDITIONS IN THE DUCTS WITH THE J-75 ENGINES AND CLOSED BY-PASS DOORS. THE SUCCESSFUL FLIGHTS YESTERDAY AND TODAY INDICATED THAT THIS PROBLEM WILL BE ELIMINATED WHEN THE J-58 ENGINES ARE INSTALLED AND THE BLEEDS AND BY-PASS ARE PROGRAMMED.

THE LANDING WAS NORMAL WITH SUCCESSFUL PARACHUTE DEPLOYMENT.

THIS WAS THE FIRST LANDING WITH THE B-52 PARACHUTE AND IT APPARENTLY

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

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5234 (IN 41309.)

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WORKED VERY WELL WITH RAPID DEPLOYMENT WITHOUT HITTING THE GROUND.  
THE PARACHUTE SWITCH WAS PUSHED AT 130 KNOTS AND THE CHUTE DEPLOYED  
AT 120 KNOTS.

FLIGHT 20 IS PROGRAMMED FOR 0700 HOURS JULY 3 FOR FURTHER  
INVESTIGATION OF THE MACH 1.4 TO 1.6 RANGE.

FLIGHTS ON JULY 5 AND 6 ARE PROGRAMMED FOR SIMULATED REFUELINGS  
WITH THE F-104 PRIOR TO ACTUAL REFUELINGS NEXT WEEK.

END OF MESSAGE

~~SECRET~~