

CLASSIFIED MESSAGE

DATE 0046Z 27 JUN 62

~~SECRET~~

ROUTING			
1	A.D./KA	4	C. J. D.
2	D.A.D./KA	5	
3	D.O.R.	6	

TO : DIRECTOR

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

FROM :

[Redacted]

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

INFO : S/C (11)

HW

TOR: 0107Z 27 JUN 62

OPERATIONAL IMMEDIATE
2E19C

OPERATIONAL IMMEDIATE

IN: 40561

TO OPIM [Redacted]

INFO

CITE

5142

OXCART

EYES ONLY COL BEERLI, MR KEEFER, MR PARANGOSKI FROM MR. NELSON

NO NITE ACTION

FLIGHT 15 MADE TODAY, AIRCRAFT AIRBORNE FOR 1 HOUR 39 MINUTES. BILL PARKS PILOT, HIS SECOND FLIGHT. TAKE-OFF MADE WITH AB AND WATER AT 85,000 POUNDS. ROTATION AT 3800 FEET WITH LIFT OFF AT 4300 FEET. INITIAL CLIMB ON AB TO 20,000 FEET AND 350 KEAS. AN AB LEVEL FLIGHT ACCELERATION WAS THAT MADE AT 20,000 FEET FROM 300 TO 385 KEAS TO INVESTIGATE TAIL VIBRATION PROBLEM. AB LEVEL FLIGHT ACCELERATIONS WERE THEN RUN AT 30,000 FEET FROM 280 TO 370 KEAS AND AT 35,000 FEET FROM 300 TO 370 KEAS. SAS PITCH, ROLL, AND YAW DAMPER CHECKS WERE MADE AT 28,500 FEET WITH SATISFACTORY RESULTS. A SIMULATED REFUELING WAS MADE WITH THE F-104. PILOT REPORTS SOME DIFFICULTY WITH VISION. LANDING CHARACTERISTICS WERE CHECKED AT 30,000 FEET AT 160 - 170 KEAS WITH DAMPERS ON AND OFF. A NON-AFTERBURNER DESCENT WAS MADE AT 160-180 KEAS FOLLOWED BY A RUNWAY FLY-BY AT 300 FEET AND 280 KEAS. FUEL

APPROVED FOR RELEASE
DATE: AUG 2007

~~SECRET~~

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S E C R E T

[] 5142 (IN 4061)

PAGE TWO

WAS THEN DUMPED AND A NORMAL LANDING MADE AT 170 KEAS, NO CHUTE,
WITH ROLLOUT []

THE FLIGHT TODAY WAS MADE PRIMARILY TO FURTHER INVESTIGATE THE
PROBLEM OF TAIL VIBRATION. A SPEED OF 388 KEAS WAS REACHED WITH
NO NOTICEABLE EFFECTS. 27 JUN 62 FLIGHT IS PROGRAMMED TO EXTEND
THIS INVESTIGATION TO 400 KEAS AT 40,000 FEET. IF NO DETRIMENTAL
EFFECTS ARE NOTED IN THE TAIL AREA, THE PROGRAM WILL PROBABLY ONCE
MORE PICK UP MOMENTUM OR EXTEND THE SPEED AND ALTITUDE ENVELOPE.

END OF MESSAGE

S E C R E T