

CLASSIFIED MESSAGE

~~SECRET~~

DATE

1934Z 08 MAY 1962

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b)(1) > 25 YRS (N)

FROM :

[Redacted]

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

INFO : S/C (11)

FPB

TOR: 1952Z 08 MAY 1962

~~OPERATIONAL~~ OPERATIONAL IMMEDIATE

IN 36170

TO OPIM [Redacted]

INFO

CITE

4482

RYBAT OXCART **RYBAT**

TO COL BEERLI/KIEFER/PARANGOSKY

COL NELSON SENDS IN LIEU OF [Redacted]

COMPLETED ONE HOUR AND 30 MINUTE FLIGHT THIS MORNING. WATER UTILIZED FOR TAKE-OFF. CLIMB IN AFTER BURNER TO TWENTY THOUSAND, CLIMB CONTINUED IN MILITARY TO 31,000. OPERATION AAS ESSENTIALLY CONFINED TO MAX ALTITUDE OF 34,000 AND MAX MACH OF APPROX .85. A PORTION OF TIME AT ALTITUDE SPENT ON ADDITIONAL STABILITY AUGMENTATION INVESTIGATIONS. MAXIMUM INDICATED AIRSPEED ON FLIGHT WAS 340 KNOTS. TRIM CHANGES ASSOCIATED WITH GEAR EXTENSION AND RETRACTION WERE NOTED AS NEGLIGIBLE. A 2G WIND UP TURN WAS ACCOMPLISHED AT TEN THOUSAND MSL, 60 DEGREE BANK, 290 K IAS, FUEL TOTAL APPROX 9000 POUNDS. NOTHING UNUSUAL NOTED DURING TURN. FINAL APPROACH SPEED WAS 160 K. TOUCHDOWN AT 148K APPEARED NORMAL. PILOT ACCOMPLISHED SOME DEGREE OF AERODYNAMIC BRAKING DURING LANDING ROLL. IT APPEARS THAT CONSIDERABLE BENEFIT MAY BE

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DATE: AUG 2007

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[ ] 4482 (IN 36170)

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DERIVED FROM THIS TECHNIQUE. FURTHER EXPERIMENTING IS EXPECTED TO ESTABLISH THE OPTIMUM ANGLE FOR THIS TECHNIQUE AND THE BEST AIRSPEED FOR LOWERING NOSE GEAR TO RUNWAY. PLANNING EARLY MORNING FLIGHT FOR TOMORROW, 9 MAY 62.

END OF MESSAGE