

CLASSIFIED MESSAGE

DATE 1714Z 10 JUN 63

SECRET

1	4
2	8
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TO DIRECTOR
FROM [REDACTED] 25X1A

ACTION: OSA (1-15)

INFO: S/C (16)

TOR 1805Z 10 JUN 63

[REDACTED]

PRIORITY

*Check
C.C. Wynn*

25X1A

IN 79208

TO PRITY [REDACTED] INFO [REDACTED] CITE [REDACTED] 6974

OXCART

TO DR. SCOVILLE INFO JOHN PARANGOSKY FROM KELLY JOHNSON

SUBJECT: WEEKLY ACTIVITY FOR OXCART PROGRAM - WEEK ENDING
9 JUNE 1963.

TWO FLIGHTS ACCOMPLISHED THIS PERIOD. AIRCRAFT 121 AND 122 WERE
READY FOR FLIGHT FRIDAY AFTERNOON BUT DID NOT FLY DUE TO BAD
WEATHER. AIRCRAFT 124 MADE TWO FLIGHTS TO OBTAIN DATA TO BE USED
BY ACCIDENT INVESTIGATION BOARD IN STUDY OF AIRCRAFT 123 LOSS.
ACCIDENT BOARD HAS COMPLETED FORMAL REPORTS AND INTERROGATION
OF PILOT WHO BAILED OUT OF AIRCRAFT 123. AIRCRAFT RELEASED FOR
FLIGHT TO PROCEED WITH PROGRAM BASED ON REPORTS FROM ACCIDENT
BOARD. TOTAL FLIGHT TIME TO DATE 329 HRS. 14 MINUTES. TOTAL NUMBER
FLIGHTS 238.

AIRCRAFT 121 AND 122 WERE BOTH ON STANDBY FLIGHT STATUS FRIDAY
AFTERNOON HOLDING FOR WEATHER. BOTH AIRCRAFT WILL BE UTILIZED
IN TESTS TO ESTABLISH THE OPTIMUM CONFIGURATION FOR SPEED - ALTITUDE
EXTENSION TO CRUISE CONDITIONS. IT IS BELIEVED THAT SEVERAL ATTEMPTS

SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

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TO ACCELERATE TO MAXIMUM MACH WILL BE REQUIRED BEFORE THE PROPER CONFIGURATION CAN BE ESTABLISHED TO PRODUCE A MATCH BETWEEN THE INLET DUCT AND ENGINE AIRFLOW REQUIREMENTS.

AIRCRAFT 124 MADE TWO FLIGHTS THIS PERIOD. THE FIRST FLIGHT WAS MADE TO ESTABLISH THAT SUFFICIENT PITCH CONTROL WAS AVAILABLE TO THE PILOT OF AIRCRAFT 123 TO NOSE OVER AND INCREASE AIRSPEED AT ANY TIME WHEN SLOWING DOWN TO 125 KEAS HAD HE ELECTED TO DO SO. TESTS ON AIRCRAFT 124 PROVED THIS CONCLUSIVELY. OTHER FLIGHT CONDITIONS SUCH AS CLIMBING TURNS AND DESCENTS SIMULATING WHAT THE PILOT REPORTED HE DID PRIOR TO BAILOUT WERE SIMULATED ON THE SECOND FLIGHT. THIS WAS DONE TO PROVE THAT IT WAS IMPOSSIBLE TO ACHIEVE THE 1.05 MACH READING HE REPORTED SEEING ON THE TRIPLE DISPLAY INDICATOR USING ANY POWER SETTING BELOW THE AFTERBURNER REGIME. THIS ALSO WAS PROVED TO SATISFACTION OF ALL CONCERNED. RESULTS OF THESE TESTS WERE SUBMITTED TO THE ACCIDENT BOARD.

AIRCRAFT 125 IS STILL BEING SUBMITTED TO THE ENGINE FOREIGN OBJECT DAMAGE CORRECTIVE NACELLE MODIFICATIONS AND INSPECTION PROCEDURES SPECIFIED IN REPORT SP-526 DATED 7 MAY 1963. ALSO REPLACING METAL RUDDERS WITH STANDARD TYPE, REINSTALLING REMOTE GEAR BOXES AND ACCOMPLISHING OTHER SERVICE BULLETIN WORK. AFTER F.O.D. CORRECTIVE ACTION COMPLETE, WILL HAVE TO REINSTALL ENGINES, ACCOMPLISH SYSTEMS CHECKOUT AND DO NORMAL PREFLIGHT PREPARATION. NOW EXPECT TO FLY 21 JUNE 1963.

AIRCRAFT 126 EXPECTED TO BE ON FLIGHT STATUS ON 11 JUNE 1963 PROVIDED ENGINE GROUND RUNS SUCCESSFUL PRECEDING DAY. NACELLE CLOSURE

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COMPLETE THIS PERIOD FOLLOWING F.O. D. CORRECTIVE ACTION SPECIFIED
IN REPORT SP-526.

AIRCRAFT 127 SCHEDULE NOT YET AVAILABLE SHOULD BE EARLY JULY.

END OF MESSAGE

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