

**SECRET**

GXC-2723

Copy 7 of 7

28 November 1961

**MEMORANDUM FOR THE RECORD**

**SUBJECT : Brief Status Report on GXCART as of 21 November 1961**  
**(Visits to West Coast Suppliers by [redacted])**

25X1A

25X1A



**2. A-12 Manufacturing Status**

a. First article final assembly is moving on schedule with no major problems.

b. The left outer wing panel was delivered to final assembly on 18 November and will be fitted to aircraft on 22 November. The right outer panel will be completed in one week.

c. One of the "A" jigs has already been moved to the new building. This building will have the same security as the present facility before any work starts.

d. The ejector flaps program is proceeding satisfactorily in the opinion of Lockheed. The design procedure has always been to make them as light as possible and then test and beef up until they are o.k. Failures to date have not been of the catastrophic type nor will they hold up first flight.

e. The [redacted] situation has been adequately summed up in the LAC memo written by [redacted] which you have read. The present status shows all but 15 of the 165 type required for the first article already on hand and the remaining are due this week.

25X1A

25X1A

DOCUMENT NO. 42  
NO CHANGE IN CLASS. (U)  
IT DECLASSIFIED  
CLASS. CHANGED TO: TS  
NEXT REVIEW DATE: 2012  
AUTH: HR 70-2  
DATE: 09/01/12 REVIEWER: [redacted]

**SECRET**

25X1

**SECRET**

-2-

Fittings will not hold up first flight but the future deliveries do not look too bright and I believe we should pursue this problem further.

f. With reference to the aircraft systems, status of each is as follows:

(1) Air conditioning and cabin supercharging is all set.

(2) Hydraulic system very close to finished.

(3) Fuel system has been reworked due to engine change and CH shift, and is all set.

(4) The control system is still in development test. The simulator is at work on the autopilot, stability augmentation, pilot response and aircraft dynamic characteristics. LAC claims to be ready to fly now but  feels considerably more refinement could be done before first flight. In any event this system should not hold up the first flight.

25X1A

g. LAC has a new high speed milling cutter now running experimentally on a HydroTel which removes 10-15 cubic inches per minute of Beta titanium on slabbing or roughing operations. This compares with a present rate of 2 cubic inches per minute and should considerably reduce rough machining costs in the near future.

h. The left vertical fin has been fitted to aircraft and is O.K. The right fin is in assembly and satisfactory.

i. The chines are complete on #3 fuselage. No plastic chines on #2 yet.

j. The inlets are moving along slowly and should be on the aircraft by 15 to 20 December.

k. The static test air frame is in the mating jig and should be complete by early December. The static test jigs, structures, loading jacks, hydraulics, etc., are approximately 90% complete. They are scheduling start of static test for 1 January.

l. The requirement for 2 degrees misalignment on the remote gearbox drive brought to my attention by  has been investigated. While this is a conservative estimate, the combination of thermal growth, structural deflections, and "G" loads indicate that misalignment will approach this figure. LAC will get with P & W on this immediately.

25X1A

**SECRET**

-3-

25X1A

3. I discussed Jetstar operating costs with [ ] and they are preparing an estimate for us.

25X1A

4. No decision has been reached by Lockheed and [ ] on the switch to full depth honeycomb for the vertical fins. I feel that Kelly is stalling while designing a new fin constructed of LAC silicone-asbestos material, or at least he has little interest in going any further with [ ]

25X1A

25X1A

25X1A

5. After reviewing the lack of progress at F & W, I discussed the possibility of using J-75 engines in the #2 air frame with [ ] (CLJ on vacation). I feel this may become necessary in order to get into the AR flight test as rapidly as possible. In addition LAC feels that they would hesitate to start right out with J-58's in the #2 air frame and would much prefer to start with one engine at a time (paired with a J-75) in the #1 air frame. A program like this probably will push AR flight testing into next summer or fall.

25X1A

6. The AR status has been reported by Mr. Kiefer as a summary of the November 14 meeting at the site. The only change since then was reported by [ ] this morning that they have whipped the problem in the bridge-balance type [ ] system and are ready to start serious testing.

25X1D

25X1A

*for* [ ]  
Engineering Consultant  
DB/DPD

NEH/hk

Distribution:

- 1 - DD/P
- 2 - AC/DPD
- 3 - SA/TA/DPD
- 4 - C/DB/DPD
- 5 - DB/DPD
- 6 - COMER./DPD
- 7 - RI/DPD

**SECRET**