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SAPC 16580
COPY 1 OF 2

May 22, 1957

To: R. M. Bissell /B/m
From:
Subject: U-2 PROGRESS REPORT

File
SP-1913
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1. AIRPLANE STATUS

Project airplanes. There are four project airplanes being operated by the Contractor. All four of these are scheduled for special tests of one kind or another. Serial 343 has been repaired and has had all of the latest modifications incorporated, including the provisions for the C equipment. It is scheduled to be delivered for flight test for both airplane and C equipment on 5-27-57.

Serials 344 and 355 have the latest modifications incorporated and all of the provisions for Rainbow have been incorporated that are possible at this time. The Rainbow provisions are at a complete standstill pending receipt of material. Upon receipt of material it will probably require one to two weeks of shop time to complete these articles for flight test work. The aft section of Serial 344 has been instrumented so that data on temperatures will be available when flight test begins.

Serial 351 is presently undergoing installation of the latest modifications. It has been used for flight test of System IV and will be used also to check out the new leading edge fuel tanks presently being built. These tanks should be ready for flight test on about 6-17-57.

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FOG Airplanes. The following airplanes have been delivered and are now on flying status with FOG.

361 6 December 56
362 12 December 56
363 19 December 56
364 18 February 57
365 6 February 57
366 31 January 57
368 4 April 57
370 19 March 57
371 4 April 57
373 3 May 57
374 10 May 57

The status of the FOG aircraft in flight test is as follows. Airplane 367 has been used for prototype C camera flight test but now it must be modified so that the production C camera will fit it. This will be done shortly after 6-24-57. It is then intended to use this article to test production C cameras as they are built. This will entail using article 367 until December.

Serial 368 has been accepted and has been used to check out ARDC pilots. The weather gear installation is incomplete in some respects due to lack of some weather equipment. The Radan in this ship has been flown and checked out satisfactorily. A

voice recorder is being installed on this ship which makes use of the System I recorder.

Serial 369 initial flight checks have been completed. Both Radan and APQ-56 gear have been operated at 45,000 feet. FOG is agreeable to accepting this airplane whenever flight tests show that the basic airplane installation is correct even though all of the service type "bugs" are not out of the Westinghouse gear at this time.

Serial 372 has had satisfactory [redacted] flights although thus far it has not been higher than 45,000 feet. [redacted]

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[redacted] They were calibrated three separate times. The calibration flights are now considered finished at this time. As soon as the equipment has operated correctly for a full cycle of eight hours at maximum altitude it will be operational. Note that [redacted] hatches #1, #2 and #4 have been delivered. #5 and #6 are now in flight test.

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Serial 375 has been delivered to Edwards Air Force Base and is awaiting release so that it can be flight tested. Serial 376 has been production flight tested to 45,000 feet. The Radan and ASN-6 gear has been operated but not completely checked out as yet. This aircraft has the revised System III which uses a new fin antenna developed for it. Antenna pattern measurements of the fin installation must be run.

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2. FLIGHT TEST PROGRAM

The anticipated flight test programs are shown on the attached chart.

3. STATE OF VEHICLE & COMPONENTS

The pilot's face plate lower fastening device has appeared to be very marginal as a result of checks at various helmet pressures. Such an important item must be practically fool-proof. To improve upon this catch a locking bar has been devised and added to the face plate frames of the test pilots. Kits for other pilot's personal equipment have been sent out.

A few changes have been incorporated in the aircraft in this last period. These modifications are primarily of a minor nature but are necessary items that have become apparent with increased flight time on the aircraft. Chief among these are the following.

An improved method of sensing the position of the intercompressor bleed valve on the engine has been devised and flight tested. It is now incorporated in production and kits have been released. The older method would sometimes stick and so cause concern as to whether the bleed valve or just the indicator system was malfunctioning.

Small ram air scoops have been added to the outlets of the suction relief valves on the lower surface of the wing tanks.

CURRENT FLIGHT TEST PROGRAM

	A/C	JUNE	JULY	AUG	SEPT		
2 CAMERA & MKI	367		[Bar spanning July, Aug, Sept]			→ 12/20	
	343	[Bar]					
APQ 56 & RADAN	369	[Bar]					
[Redacted] RADAN & [Redacted]	376	[Bar]				25X1	
	372	[Bar]				25X1	
	372	[Bar]					
	372	[Bar]					
SYSTEM III	376		[Bar]				
J.S. MOLE	351	[Bar]					
POD TANKS	351		[Bar]				
RAINBOW	344, 355		[Bar]				
ARDC #1	368	[Bar]					
ARDC #2	377	[Bar]					
ARDC #3				[Bar starting 10/18]	[Bar ending 1/12]		
FOU PRODUCTION FLITES	375	[Bar]	[Bar]	[Bar]	[Bar]	[Bar]	
		378	380	382	384	386	388
		379	381	383	385	387	

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This alleviates the problem of having the low level warning light sometimes come on during a letdown when there actually is more than forty gallons of fuel on board.

Service flight test of the ARN-6 Radio Compass without its' pressurized environment has shown that the pressure bag is not necessary. It has been removed to gain a saving of four pounds.

The Mark III driftsight control is now arriving and five have been installed. The first production models indicated some wiring changes were required, but they are now satisfactory. This is a saving of thirteen pounds.

The provisions for recording voice on the System I recorder of airplane 368 are being kitted and made available for all FOG aircraft.

4. SPECIAL EQUIPMENT

Provisions in the FOG aircraft are shown in the attached table. This is the present production plan. The items boxed in red are those that must be delivered to the Contractor if inclusion before delivery is desired.

5. COSTS

Estimated and actual costs to date are shown in the attached charts.

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