

CLASSIFIED MESSAGE

DATE 2344Z 8 MAR 63

~~SECRET~~

ROUTING

1
2
3

4
5
6

TO : DIRECTOR

EO 12958 3.3(b)(1)>25Yr

ZEAC

FROM :

ACTION: OSA (1,2,3,4,5,6,7,8,9,0)

OPERATIONAL IMMEDIATE

INFO : S/C (11)

IN 68496

TOR: 0015Z 9 MAR 63

(106)

TO

OPIM

INFO

CITE

8569

OXCART

1. ARTICLE 123 MADE FLT 52 8 MARCH 1963. DURATION TWO HOURS AND 28 MINUTES. MAXIMUM SPEED M.95, MAXIMUM ALTITUDE 35,000 FEET. PILOT JIM GILILLAND. PURPOSE OF FLT INS TESTS AND ADF CHECKS.
2. PILOT REPORTS INS WORKED SATISFACTORILY THROUGHOUT FLT WITH ERRORS REPORTED OF 1 N.M. AT BASS, 1 N.M. AT ELY, 6 N.M. AT CURRENT, AND 6 N.M. AT CALIENTE. USED AUTO NAVIGATION MODE FREQUENTLY AND WAS NOT SATISFIED AS HE SAID IT TENDED TO OVERSHOOT TOO MUCH. FELT PROGRAMMING COULD BE IMPROVED.
3. IN ANTICIPATION OF FUTURE NIGHT FLYING A GCA APPROACH WAS ATTEMPTED BUT WAS NOT SATISFACTORY. PILOT SAID THE APPROACH IS MUCH TOO STEEP FOR THIS AIRCRAFT.
4. PILOT THEN MADE A TOUCH AND GO WITHFULL AB GO AROUND FOLLOWED BY ANOTHER WITH SINGLE AB GO AROUND. REPORTED AIRCRAFT OF ON SINGLE AB AS LONG AS SAS IS WORKING.

APPROVED FOR RELEASE
DATE: AUG 2007

~~SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

~~SECRET~~

IN 68496

8569

PAGE TWO

5. LANDING WAS DOWNWIND WITH GOOD CHUTE DEPLOYMENT.
6. PILOT REPORTED THAT COCKPIT IS EXTREMELY UNCOMFORTABLE AND SAID IMPROVEMENT IS MANDATORY BEFORE LONG FLIGHTS SHOULD BE ATTEMPTED (8 TO 10 HOURS).

END OF MESSAGE

~~SECRET~~