

CLASSIFIED MESSAGE

DATE 2105Z 8 AUG 62

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ROUTING			
1	ADD-OSA	4	CTDD
2	OD	5	
3	IC	6	

TO : DIRECTOR

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

FROM :

ACTION: OSA (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

APPROVED FOR RELEASE  
DATE: AUG 2007

ZEI9C MD  
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RB  
**PRIORITY**

TOR: 2125Z 8 AUG 62

IN 45186

ROJ

TO PRITY

INFO

CITE

5734

OXCART

COL HOLBURY SENDS

FLT NUMBER 32 TOOK OFF AT 0625  8 AUGUST 1962 FOR ONE HOUR AND SEVENTEEN MINUTES, GROSS WEIGHT 90,684 POUNDS WITH CG AT 22.1 PERCENT. TAKE-OFF WAS DRY WITH AB. AB OUT AT 10,000 FEET AND MILITARY POWER CLIMB TO TURN POINT 304 NM NORTH OF BASE AT 35,000 FEET. AIRCRAFT TURNED TOWARD BASE, AB'S ON AND CLIMB TO 40,000 FEET, SPIKES IN BY-PASS BOTH AUTOMATIC. AIRCRAFT ACCELERATED TO MACH 1.4 ALTITUDE 40,500 FEET CONTINUED ACCELERATION TO MACH 1.6 IN CLIMB TO 46,000 FEET BY PASS DOORS TO AUTOMATIC, LOST BOTH AB'S, BOTH ENGINES STALLED, DECELERATION TO MACH 1.45 ALTITUDE 44,000 FEET AND CLEARED ENGINE STALLS, ABOUT SAME TIME BY PASS DOORS WERE OPENED. FIRED UP AB'S AGAIN AND ACCELERATED TO MACH 1.6 AT 46,000 FEET, LEFT THE BY PASS DOORS OPEN. BETWEEN MACH 1.6 AND 1.61 RIGHT AB BLEW OUT FOLLOWED IMMEDIATELY BY LEFT AB AND BOTH ENGINES STALLED, BOTH AB SWITCHES OFF, AIRCRAFT SLOWING DOWN, SPIKES MANUAL FORWARD POSITION, ENGINE STALL CLEARED UP, UNKNOWN AT THIS TIME IF

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GROUP I  
EXCLUDED FROM AUTOMATIC  
DOWNGRADING AND  
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[ ] 5734 (IN 45186)

PAGE TWO

CLEAR UP DUE TO SPIKE MOVEMENT, RECORDS WILL BE CHECKED. PILOT WAS APPROACHING HOME PLATE AT THIS POINT SO DUMPED 5,000 POUNDS OF FUEL, CAME IN AND LANDED. CHUTE WORKED FINE, ONLY UNUSUAL FACTOR WAS ABSENCE OF TAILWIND AND CROSSWIND COMPONENT. F-104 FLEW CLOSE CHASE AND I FLEW CLOSE AREA CLEARANCE IN F-101, EXCEPT FOR SUPERSONIC PORTION. THIS WAS FIRST PRESSURE SUIT FLIGHT. PILOT STATED TEMPERATURE AND AIR FLOW FELT PRETTY GOOD. NO FURTHER FLIGHTS SCHEDULED THIS WEEK. VERTICAL FINS BEING CHANGED 9 AUGUST. SHAKE TESTS ON FRIDAY, 10 AUGUST, LIGHT WEEK END. NO FLT FOR MONDAY. TUESDAY, WEDNESDAY, THURSDAY AND FRIDAY, (14 THRU 17 AUGUST 1962) SCHEDULED FOR SUPERSONIC WORK. FUTURE ATTEMPT FOR MAX SPEED/ALTITUDE DEPENDENT UPON RECORD READ OUT. PILOT STATED AIRCRAFT WAS ACCELERATING NICELY UNTIL AB BLOW OUTS AND ENGINE STALLS WHICH PRECLUDED ATTAINMENT OF GOAL.

END OF MESSAGE

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