

CLASSIFIED MESSAGE

~~SECRET~~

DATE

2315Z 31 JUL 1962

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

FROM :

EO 12958 3.3(b) (1) 25113 (N)

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

INFO : S/C (11)

FPB

TOR: 2356Z 31 JUL 1962

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 44361

TO <sup>OP</sup>

INFO

CITE

5654

OX CART

EYES ONLY KIEFER, BEERLI, PARANGOSKY. FROM N.E. NELSON.

FLIGHT 28 MADE JULY 30, DURATION 56 MINUTES. BILL PARK PILOT. T.O. WEIGHT 75,000 LBS. OBJECTIVE SAW TOOTH CLIMBS AT 400 KNOTS KEAS.

TAKE-OFF WAS MADE IN AB WITH CLIMB OUT TO 11,000 FEET. THE AIRCRAFT WAS THEN STABILIZED AT 400 KEAS AND SAW TOOTH CLIMBS MADE AT THIS SPEED TO 34,000 FEET. AN ATTEMPT WAS MADE TO DETERMINE WHETHER 400 KEAS IS THE BEST CLIMB SPEED. HOWEVER, DUE TO DIFFICULTIES IN STABILIZING SPEED AND ANGLE OF CLIMB THE DATA IS INCONCLUSIVE AND THE TESTS WILL BE REPEATED. THIS WAS FOLLOWED BY A THEODOLITE PASS AT 300 KNOTS AT 100 FEET ALT.

THE LANDING WAS MADE WITH A 24 KNOT TAILWIND WITH A LARGE CROSS WIND COMPONENT. IN SPITE OF THIS THE LANDING WAS EXCELLENT, THE DRAG CHUTE DEPLOYED PROPERLY AND THE AIRCRAFT CAME TO A STOP AT THE TAXIWAY.

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION

~~SECRET~~

5654 (IN 44361)

PAGE TWO

FLIGHT 29 AIRBORNE AT 0915 JULY 31, 1962, DURATION 44 MINUTES. TAKE-OFF GROSS WEIGHT 75,000 LBS. LOU SCHALK PILOT. OBJECTIVE SAS INVESTIGATIONS.

TAKE-OFF WAS MADE IN AB WITH CLIMB OUT TO 25,000 FEET. THE STABILITY AUGUMENTATION SYSTEM WAS THEN CHECKED AT 350 KEAS, M.8, AT 25,000 FEET AND THEN AGAIN AT M.8 AT 35,000 FEET. THE BACK-UP PITCH DAMPER WAS ALSO ACTIVATED TO OBSERVE ITS ACTION. NO PROBLEM NOTED AT THIS TIME. THIS WAS FOLLOWED BY A THEODOLITE PASS AT 100 FEET ALT AT 350 KNOTS.

THE LANDING WAS COMPLETELY SATISFACTORY WITH TOUCH DOWN AT 140 KNOTS, FOLLOWED BY SUCCESSFUL DRAG CHUTE DEPLOYMENT, WITH THE AIRCRAFT STOPPING WELL SHORT OF THE TAXIWAY.

THE SCHEDULE FOR THE REMAINDER OF THE WEEK IS AS FOLLOWS:

WEDNESDAY - FUEL TANK CALIBRATION AND INSTRUMENTING OF SPIKE CONTROL.

THURSDAY - FINISH THE ABOVE AND PREFLIGHT AIRCRAFT.

FRIDAY - FLY FOR FURTHER SAS CHECKS AND PRELIMINARY OPERATION OF SPIKE.

IF ALL GOES WELL WITH THE ABOVE A FLIGHT WILL BE MADE TUESDAY AUGUST 7 WITH PRESSURE SUIT TO CHECK HIGHER VELOCITY OPERATION OF THE SPIKE. AN ATTEMPT WILL BE MADE TO REACH MAXIMUM VELOCITY AND ALTITUDE POSSIBLE WITH J-75 ENGINES.

END OF MESSAGE