

CLASSIFIED MESSAGE

DATE 0320Z 06 JUL 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b) (1) > 2 Yr  
(N)

FROM :

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

INFO : S/C (11)

THD

TOR 0401Z 06 JUL 62

**PRIORITY**  
*2E19C*  
**PRIORITY**

*(100)*

IN 41625

TO PRITY

INFO

CITE  5273

OXCART

NO NITE ACTION

EYES ONLY MR CUNNINGHAM AND MR PARANGOSKY FROM COL HOLBURY

FLIGHT NUMBER 22 WAS LAUNCHED THIS AFTERNOON FOR FLIGHT TIME OF ONE HOURS PLUS 21 MINUTES, BRINGING TOTAL FLIGHT TIME TO DATE TO TWENTY FOUR HOURS. PILOT MR PARKS. TAKE-OFF WAS IN AB WITH WATER, GROSS WEIGHT 85,390, CG WAS AT 22.9 PERCENT MAC. CLIMB PATH STARTED AT 300 KEAS. AT 7000 FEET MSL THE DRAG CHUTE INADVERTENTLY DEPLOYED. CAUSE IS UNDETERMINED AT THE MOMENT, ALTHOUGH A BROKEN CHUTE DOOR LATCH MAY BE THE CAUSE. NO DAMAGE WAS DONE TO THE AIRFRAME AS THE CHUTE SEPARATED FROM ITS ATTACHMENT AS IT IS DESIGNED TO DO WHEN DEPLOYMENT HAS NOT BEEN SELECTED BY THE PILOT BUT HAS OCCURRED INADVERTENTLY. DUE TO THE CHUTE DOORS BEING OPEN, THE HIGH SPEED PORTION OF THE FLIGHT WAS SCRUBBED AND EAS HELD TO 300 KNOTS. AUTO-PILOT INVESTIGATIONS WERE MADE AT ALTITUDE 28,500 FEET AT .70 MACH. ALTITUDE MODES WERE USED, TO INCLUDE TURNS, CLIMBS, AND DESCENTS. PILOT VERY PLEASED WITH PERFORMANCE. STABILITY INVESTIGATIONS AT

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[ ] 5273 (IN 41625)

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LOW SPEEDS WITH CG AFT AT 28 PERCENT MAC WERE MADE WITH DAMPERS OFF. PILOT REPORTED REACTIONS VERY GOOD. OTHER LOW ALTITUDE ITEMS WERE DELETED DUE TO ROUGH AIR AND FUEL WAS DUMPED TO LIGHTEN FOR LANDING. JUST PRIOR TO ENTERING TRAFFIC PATTERN, PILOT TRANSFERRED FUEL BETWEEN TANKS FOR THE FIRST TIME SINCE FLIGHT TEST BEGAN. SYSTEM OPERATED NORMALLY. LANDING WAS MADE WITHOUT DRAG CHUTE TO [ ] [ ] ROLLING OUT PARALLEL TO EXTENSION OF RUNWAY. TAXIED BACK ONTO RUNWAY [ ] TO HANGAR. PLANS FOR FRIDAY

[ ]

END OF MESSAGE

~~SECRET~~