

*Derrick*

CLASSIFIED MESSAGE

DATE 0314Z 26 JUN 62

~~SECRET~~

ROUTING	
1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b)(1)>25 yrs (N)

**OPERATIONAL IMMEDIATE**

FROM :

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

*ZEIAC*

**OPERATIONAL IMMEDIATE**

INFO : S/C (11)

RU

TOR: 0418Z 26 JUN 62

IN 40414

*(Handwritten mark)*

TO OPIM  INFO CITE  5116

OXCART

NO NITE ACTION

EYES ONLY FOR MR. CUNNINGHAM, MR. PARANGOSKI, FROM COL NELSON

TEST FLIGHT NUMBER 14 DEPARTED AT 1515 LOCAL TIME TODAY, 25 JUN 62, FOR FLIGHT TIME OF ONE HOUR 29 MINUTES. TAKE OFF AT GROSS WEIGHT OF 85,500 POUNDS, CG AT APPROX 22.2 PERCENT MAC. TEMPERATURE FOR TAKE-OFF 95 DEGREES FAHRENHEIT. TAKE-OFF WAS IN AB WITH WATER. WATER OFF AT 10 THOUSAND FEET. CLIMB CONTINUED TO 20 THOUSAND FEET. IN LEVEL FLIGHT AT 375 KEAS PICTURES OBTAINED OF TUFTING ON VERTICALS. SLOWED TO 250 KEAS AND PULLED BACK LEFT ENGINE. CONSIDERABLE COMPRESSOR STALLING AT 75 PERCENT. PULLED ENGINE BACK TO IDLE AND SHUT DOWN. RESTART WAS NORMAL WITH SOME COMPRESSOR STALLING FROM 16 TO 22 THOUSAND WHERE ANOTHER NORMAL RESTART WAS MADE. DAMPERS ALL WENT OFF AT THIS TIME. SUSPECTED CAUSE UNDER CYCLE CONDITION OF INVERTER. COULD NOT GET ALL BACK ON LINE. ONLY B CHANNEL WOULD RE-ENGAGE AND HOLD. AB CLIMB WAS MADE TO 35 THOUSAND WHERE ROUGH AIR AND BUFFETTING

APPROVED FOR RELEASE  
DATE: AUG 2007

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[ ] 5116 (IN40414)

PAGE TWO

CHECKS WERE ACCOMPLISHED FROM .88 TO 1.0 MACH. REPEATED THESE CHECKS AT 30 THOUSAND. EMERGENCY GEAR EXTENSION CHECK MADE WITH ALL GEAR EXTENDING FULLY. WHEN GEAR RETRACTED ALL DAMPERS AGAIN WENT OFF. HOWEVER PILOT ABLE TO REENGAGE ALL DAMPERS SUCCESSFULLY. DUMPED 8500 POUNDS FUEL. TRIED ADF WITH NO RESULTS. ENTERED TRAFFIC LANDING ON RUNWAY [ ] WITH APPROXIMATELY 5 KNOT TAILWIND COMPONENT. LANDING MADE WITH PITCH AND ROLL DAMPERS TURNED OFF WITH NO UNBUE PROBLEMS. APPROACH SLIGHTLY FAST WITH FASTER THAN NORMAL TOUCHDOWN. DRAG CHUTE NOT ABOARD. RIGHT INBOARD TIRE BLOWN WHILE DOING MODERATE BRAKING. LEFT BRAKE WAS NOTED AS WEAK ON TAXI OUT. PILOT EXPERIMENTING WITH NOSE GEAR STEERING BOTH ON AND OFF DURING LANDING ROLL. WHEN HE NOTED MUCH MORE POSITIVE BRAKING ACTION ON RIGHT THAN ON LEFT HE REENGAGED STEERING AND LEFT IT ON. HE HEARD TIRE BLOW OUT, BUT COULD NOT DETECT IT FROM FEEL OF AIRCRAFT. ROLLOUT WAS

[ ] MADE AT

125 KNOTS. NUMBER 1 OSCILLOGRAPH CHANNEL BECAME INOPERATIVE, BUT MOST OBJECTIVES WERE REALIZED. FLIGHT PLANNED FOR TUESDAY 26 JUNE BUT TIME INDEFINITE DUE TO MAGNITUDE OF WORK TO BE DONE IN PREPARATION.

END OF MESSAGE

SECRET