

9 January 1968



(b)(3)

ATTN: J.W.

Gentlemen:

Even though the poor weather has delayed our flight test progress, data taken on the only good flying day of the month seems worthy of transmitting to you. The test objective was primarily to localize the Papoose problem. The secondary purpose was to identify the problems associated with flights over our test range. From this standpoint the test was successful. Steps are being taken to improve the Papoose and to provide for better aircraft position information.



(b)(1)

(b)(3) 10 USC 130

For your information I have written the attached working paper describing the tests and subsequent data analysis. We intend to repeat these tests as soon as the weather permits.

We are looking forward to your forthcoming visit and the arrival of the spring thaw.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Fred J. Morris".

Fred J. Morris

FJM:mw

(b)(1)
(b)(3) 10 USC 130

copy 3 of 4 copies



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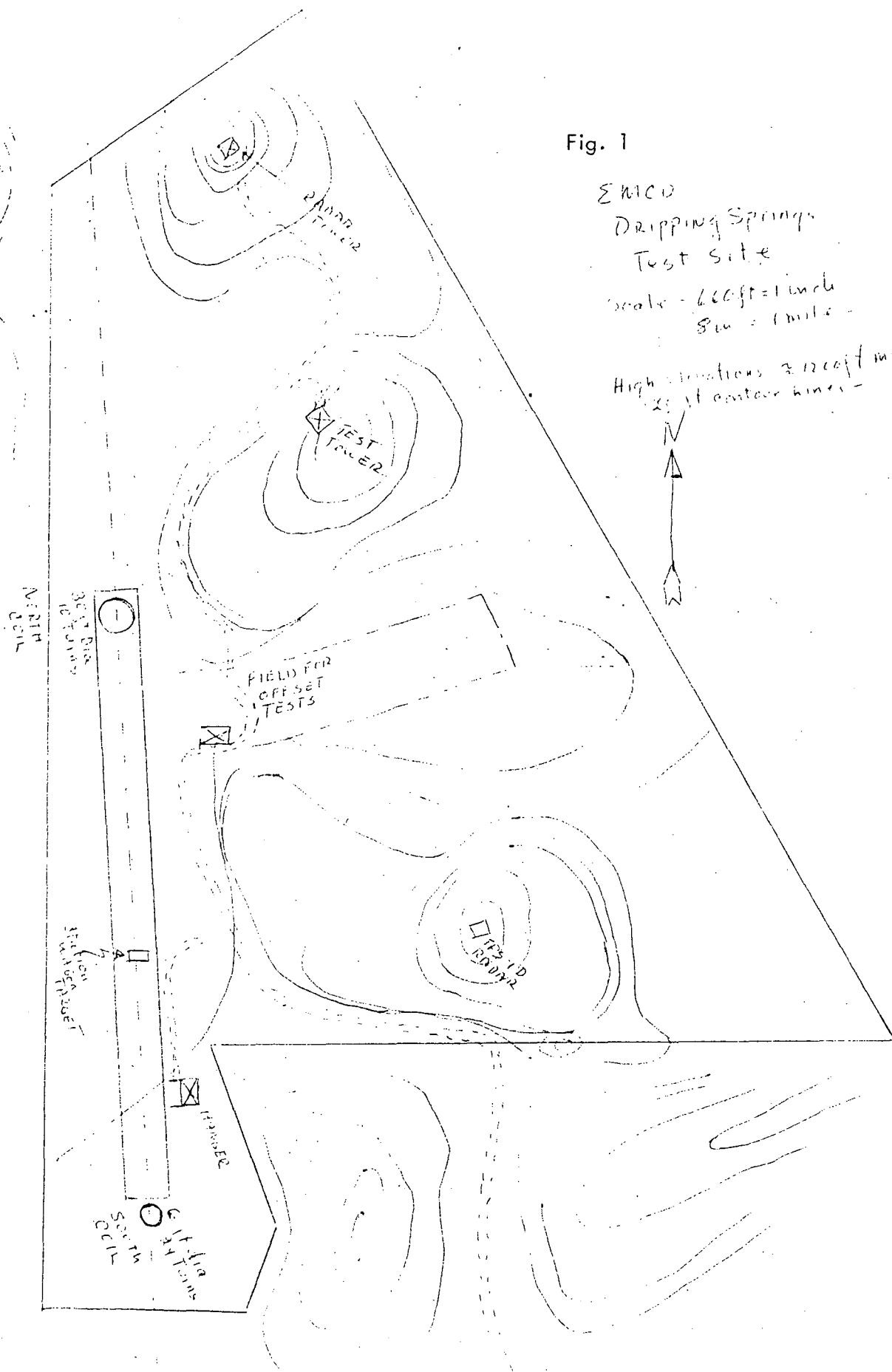


Fig. 1

EMICD
Dripping Springs
Test Site
Scale - 600ft = 1 inch
SW = 1 mile
High elevations & 1200ft msl
at contour lines -

TABLE I

Significant Parameters for Each Test Run

<u>Run No.</u>	<u>Altitude (ft)</u>	<u>Direction</u>	<u>Speed (mph)</u>	<u>Target</u>	<u>Air Information (rpm)</u>
1	250	south	125	none	2100 (smooth)
2	250	north	125	none	2100 (bumpy)
3	250	south	125	none	2100
4	250	north	125	car	2100
5	240	south	125	car	2100
6	200	north	120	car	2000
7	400	south	125	car	2100

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Fig. 3 Test Runs made with South Heading

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