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<th>A-12 FLIGHT LOGS</th>
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SECRET 182333Z CITE 9660

PRIORITY INFO:

OXCART FLEEST

1. ACFT: 122, FLT: 162, DATE: 16 SEP 67
2. PILOT:
4. GROSS WT: 111800 LBS.
5. C.G.: 21 PERCENT.
6. TEMP: 43 DEG. WIND: CALM
7. T.O. DISTANCE: 5,000 FT.
8. T.O. SPEED: 195 KTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 20,000 (EST).
11. TIME OVER 2.0 MN: NONE.
12. PURPOSE OF FLIGHT: FERRY
13. SUMMARY: MISSION FLOWN AS BRIEVED,

SECRET

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SECRET

TO: 142007Z CITE 8381
FROM: OSA 1-20
ACTION: INFO
INFO: SECRET

PRIORITY INFO
OXCART FLTEST

1. ACFT: 122, FLT: 161, DATE: 14 JULY 67
2. PILOT: 
3. T.O. TIME: 0718 FOR 1 HR AND 38 MIN.
4. GROSS WEIGHT: 111,147 LBS.
5. C.G.: 19.1 PERCENT.
6. TEMP: 61 DEG; WIND: CALM
7. T.O. DISTANCE: 5,600 FT.
8. T.O. SPEED: 190 KTS.
9. MAX MN: 3.2 MN.
10. MAX ALT: 81,000 FT.
11. TIME OVER 2.0 MN: 17 MIN
    TIME OVER 2.6 MN: 12 MIN
    TIME OVER 2.8 MN: 10 MIN
    TIME OVER 3.0 MN: 08 MIN
    TIME OVER 3.2 MN: 05 MIN

SECRET

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IN 87634
12. PURPOSE OF FLIGHT: FUNCTIONAL CHECK FLT./3.2 MACH.

13. SUMMARY: TAKEOFF AND 400 KEAS ACCELERATION WERE MADE WITH NORMAL SCHEDULE TO 3.2 MACH. FOLLOWING THIS A 180 DEGREE TURN AND DESCENT TO THE TANKER WAS MADE. ARTICLE WAS REFUELED TO 67,000 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE RIGHT EGT WAS HIGH AND MAXIMUM DOWNTIRM WAS APPLIED. RIGHT SIDE DERICHED TO 820 DEGREES. FULL DOWNTIRM SETTLED AT 812 DEGREES. WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERICHED. THE ATTITUDE GYRO WAS ROLLING 360 DEGREES TO THE LEFT SO PILOT ABORTED THE MISSION AND RETURNED TO THE CENTER POSITION. RIGHT EGT DROPPED TO BELOW 800 DEGREES AT REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

14. PILOT COMMENTS: STICK SCRAPPING ON FORWARD RIGHT SIDE NEAR THE CENTER POSITION.

SEC-RET TDR: 143224Z JUL 67
SECRET 180053Z CITE 6832

**PRIORITY** INFO

OCX CART: ELTEST

1. **ACT 121**: FLT 160, 17 MAY 67.
2. **PILOT**:
3. T.O. TIME: 1046 HRS FOR 1 HR AND 49 MIN.
4. **GROSS WEIGHT**: 112,000 LBS.
5. **C.G.**: 19.2 PERCENT.
6. **TEMP**: 75 DEG. WIND: CALM
7. **T.O. DISTANCE**: 5500 FT.
8. **T.O. SPEED**: 195 KNOTS.
9. **MAX MN**: 3.25MN.
10. **MAX ALT**: 53,000 FT.
11. **TIME OVER 2.0MN**: 52 MIN.
    **TIME OVER 2.5MN**: 47 MIN.
    **TIME OVER 2.8MN**: 45 MIN.
    **TIME OVER 3.0MN**: 43 MIN.
    **TIME OVER 3.2MN**: 40 MIN.
    **TIME OVER 50,000FT**: 54 MIN.
12. **PURPOSE**: FCF
13. **SUMMARY**: T/O AND JOINED TANKER, COULD NOT HEAR THRU BOOM INTERPHONE. ACCEL FOLLOWING AR WAS SLUGGISH, SO WENT TO 425 KEAS.

DECREASED FUEL FLOWS 5000 LBS/SIDE AT 1.5MN. INCREASED POWER AT 2.4MN. CRUISE AT 3.2MN WITH CLOSED FWD DOORS AND SPIKE FULL AFT. UHF TRANSMISSION WAS WEAK, THIS MAY HAVE BEEN DUE TO LOW POWER XMITTER SELECTION. DESCENT WAS MADE USING NORMAL PROCEDURE.

LANDING AND CHUTE WERE NORMAL.

SECRET

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14. PILOT COMMENTS: LF ADF DID NOT WORK AT ALL.
CRUISING AT 3,22MN, A PIECE OF RED RUBBER WINDOW FILLER FELL ON FLOOR.
ALSO A MoTH WAS NOTED FLYING AROUND THE COCKPIT DURING DESCENT AT
18,000 FT.
ACCEL UNSTARTS WERE NOTED ON THE RIGHT SIDE AT
2,22MN AND THE LEFT SIDE AT 2,25MN.
SECRET TOR: 182132Z MAY 67
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**SECRET 28024GZ CITE 6558**

**PRIORITY**

**OXCART**

**FLT TEST**

2. PILOT:  
3. T.O. TIME: 0817 HRS FOR 2 HRS AND 05 MIN.
4. GROSS WEIGHT: 111,900 LBS.
5. C.G.: 18.9 PERCENT
6. TEMP: 46 DEG; WIND: 240/10 KNOTS.
7. TAKEOFF DISTANCE: 5200 FT.
8. TAKEOFF SPEED: 190 KNOTS.
9. MAX MN: 32 MN.
10. TIME OVER 2.0 MN: 1:02 MIN.
   TIME OVER 2.6 MN: 1:57 MIN.
   TIME OVER 2.8 MN: 1:50 MIN.
   TIME OVER 3.0 MN: 1:45 MIN.
   TIME OVER 3.2 MN: 1:40 MIN.
TIME OVER 50,000 FT: 1:04 MIN.

12. PURPOSE OF FLIGHT: FCF, CRUISE PERFORMANCE.

13. SUMMARY: TOOK OFF AND JOINED UP WITH TANKER. COCKPIT COOLING WAS A PROBLEM. TEMPERATURE WENT UP TO 64 DEGREES F IN FULL COLD. WENT TO EMERGENCY COOLING WHICH WORKED SATISFACTORILY. DROPPED OFF TANKER WITH 69,500 LBS ON BOARD. AT 1.7 MACH DURING ACCEL THE RIGHT AFT BYPASS WAS OPENED 50 PERCENT AND THE LEFT 15 PERCENT. AT 2.2 MACH THE LEFT SIDE UNSTARTED. PLACED LEFT AFT DOOR AT 3 AND ACCEL CONTINUED SMOOTHLY. ACCEL WAS HELD TO 435 KIAS IN ROUGH AIR. REACHED START CRUISE WITH 40,000 POUNDS ON BOARD. AFTER 12 MINUTES AT CRUISE NOTED SMOKE IN THE COCKPIT WHICH APPEARED TO COME FROM AIR CONDITIONING. SMOKE CONTINUED THROUGH CRUISE AND INTO DESCENT TO 40,000 FEET. AT 85,000 FEET COCKPIT ALTITUDE WAS 24,500 FEET. FORWARD DOORS WERE PARTIALLY OPEN DURING CRUISE. FOLLOWING THE DESCENT FROM CRUISE ALTITUDE THE PILOT NOTED THE LEFT GENERATOR LIGHT AND NUMEROUS OTHER LIGHTS FLUCTUATING ON AND OFF. SWITCHED LEFT GENERATOR OFF AND THE RIGHT PICKED UP THE LOAD. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS:

(1) STICK HAS A LOOSE BEARING IN PITCH AXIS.

(2) WITH TANK 5 FEEDING LAST, THE SPITCH TRIM WAS 2 AND 1/2 DEGREES NOSE DOWN AT THE START OF CRUISE AND 1 DEGREE NOSE DOWN AT END OF CRUISE.

(3) MACH HOLD GOOD.

(4) LEFT ENGINE TRIMMED UP TO 845 DEGREES WITH AUTO TRIMMER.

RIGHT WAS NORMAL.

SECRET TOR: 282300Z APR 67

SECRET
SECRET 25233SZ CITE 6472

TO: INFO
FROM: INFO
ACTION: FLTEST
INFO: 5000

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TIME OVER 3.2MH: N/A MIN.
TIME OVER 50,000FT: 17 MIN.

12. PURPOSE: FOF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. ENP INDICATOR APPEARED TO BE UPSIDE DOWN COMPARED TO OTHER A-10 AND SR-71 GAUGES. INS DIG AND G.S. BOTH ZERO AT RUNUPS. ________ WAS SET ON INS.
HYDRO, AZIMUTH, F.R.S, SR-1 ALL CHECKED OUT. DURING I/O ROLL AT 155 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS ________ STARTED ROTATION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE REST OF THE FLIGHT. AFTER T/O, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 844 DEG, PILOT DISENGAGED AUTO TRIMMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECK OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAW KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT.

400 KIAS ACCEL WAS MADE TO 3,000 FT. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DIG BECAME ERRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SR-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT ENGINE UNSTARTED AND RECOVERED AT 2,000 FT. THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2,000 FT. SPIKE AND LOOK POSITION INDICATIONS WERE GOOD.

AT 77,000 FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT.

DURING THE DESCENT CAME BACK ON THROTTLES, NOTED RUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND ___ 5 2 6 4 4 7 ___
NAV FUNCTIONS: PERFORMED ON G.C.A. ROLL SAS KEPT POPPING OFF LINE IN THE ROUGH AIR. EMERGENCY GEAR ACTUATION WAS OK. MAIN GEAR REQUIRED 65 SECONDS FOR GREEN LIGHTS AND NOSE GEAR REQUIRED 82 SECONDS. FUEL PUMP WAS OK. FUEL WAS TRANSFERRED FWD. LANDING AND CHUTE NORMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE AND THE BATTERY.

14. PILOT COMMENTS:

A. ANTI GLARE GLASS IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT.

B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 EXPERIENCE.
OXCART SECUR

CONVOY OF ARTICLE 122 ARRIVED AT 0450L 31 MARCH 66

WITHOUT INCIDENT.

END OF MSG

FILE IN 122 FILE FOLDER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
To: DIRECTOR
From: [Blank]

DATE: 2314Z 17 MAR 66

TO: PRIORITY
OXCART
INFO

2. PILOT: [Blank]
3. T.O. TIME: 1112 HRS FOR 1 HR AND 12 MIN.
4. GROSS WEIGHT: 120,000 LBS.
5. C.G.: 20.1 PERCENT.
6. TEMP: 45 DEGREES WIND: CALM.
7. MAX MN: 3,17 MN.
8. MAX ALT: 83,000 FT.
9. T.O. DISTANCE: 6600 FT.
10. T.O. SPEED: 210 KNOTS.
11. TIME OVER 2.0 MN: 46 MIN.
   TIME OVER 2.6 MN: 41 MIN.
   TIME OVER 2.8 MN: 39 MIN.
   TIME OVER 3.0 MN: 35 MIN.
   TIME OVER 50,000 FT: 48 MIN.
12. PURPOSE: GENERATOR LOAD CAPABILITY TEST.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
13. SUMMARY: TAKEOFF AND CLimb NORMAL. CRUISEd AT 3,100 FOR TEN MINUTES. TRANSFERRED 4,000 POUNDS TO TANK 1 AND TURNED TRANSFER OFF. PUMPS FOR TANKS 1, 4, 5 WERE OPERATING. PILOT TURNED ON AN ADDITIONAL ELECTRICAL LOAD IN THE COCKPIT WHICH BROUGHT TOTAL TO 26 KVA. SWITCHED OFF R. GENERATOR, GENERATOR OUT LITE CAME ON. SWITCHED GENERATOR BACK ON LINE. REPEATED R. GENERATOR SHUT DOWN WITH 28 KVA LOAD WITH NO PROBLEM. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MSG
OXCART FLTEST

1. ARTICLE 122, FLT 156, 4 MAR 66.
2. PILOT:
3. T.O. TIME: 1212 HRS FOR 37 MIN.
4. GROSS WT: 107,860 POUNDS.
5. C.G: 19.1 PERCENT
7. T.O. DISTANCE: 5600 FEET.
8. T.O. SPEED: 185 KNOTS.
9. MAX ALT: 14,000 FEET.
10. MAX SPEED: 481 KEAS.
11. PURPOSE: FILLET PRESSURE/VIBRATION.
12. SUMMARY: TAKEOFF NORMAL. CAME OUT OF MIN BURNER INTO MIL. NOTED VERY STEEP ATTITUDE. ROUNDED OUT AT 14,000FT. DESCENDED TO 12,000FT. RELIT AB AT 340 KEAS, ACCELERATED TO 462 KEAS. CAME WAY BACK TO POWER. TRANSFERRED 3800 POUNDS TO TANK 1. ACCELERATED TO 468 KEAS AND CAME OUT OF BURNER. WENT BACK INTO BURNER TO 476 KEAS.
TO: 23562 23 FEB 66
CC: PRIORITY INFO OXCAST FLTEST

2. PILOT:
3. T.O. TIME: 0340 HRS FOR 0 HRS AND 32 MIN.
4. GROSS WEIGHT: 109,100 LBS.
5. C.G.: 19.2 PERCENT.
6. TEMP: 37 DEGREES WIND: CALM.
7. T.O. DISTANCE: 5600 FT.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 0.92 MN.
10. MAX ALT: 13,000 FT.
11. TIME OVER 2.0 MN: N/A MIN.
TIME OVER 2.6 MN: N/A MIN.
TIME OVER 2.8 MN: N/A MIN.
TIME OVER 3.0 MN: N/A MIN.
TIME OVER 3.2 MN: N/A MIN.
TIME OVER 50,000 FT: N/A MIN.

SECRET

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12. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.

13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ 0, THEN OK, AFTER WORKING SWITCH. TAKEOFF IN MIN BURNER. ACCEL TO 460 KNOTS, RECORDED DATA. TRANSFERRED FUEL FORWARD THEN WENT TO 470 KNOTS. DUMPED FUEL. FUEL JUMP STOPPED DUMPING AT 25,000 POUNDS; AND LOW LEVEL WARNING LITE CAME ON, THEN STAYED ON. DESCENT AND LANDING NORMAL, ALTHOUGH ALT C.G. WAS NOTED. DURING TAXI IN, ARTICLE ROLLED OVER SOMETHING ON TAXIWAY APRON WHICH JARRED PILOT SUFFICIENTLY TO HIT HIS HEAD ON THE CANOPY.

END OF MESSAGE
TOR 0305Z 18 FEB 66

OXCART

2. PILOT: 
3. T.O. TIME: 1339 HRS FOR 1 HR AND 21 MIN.
4. GROSS WEIGHT: 120,775 LBS.
5. C.G.: 20.2 PERCENT
6. TEMP: 51 DEGREES WIND: CALM.
7. T.O. DISTANCE: 7500 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.18 MN.
10. MAX ALT: 82,000 FT.
11. TIME OVER 2.0 MN: 40 MIN.
   TIME OVER 2.5 MN: 40 MIN.
   TIME OVER 2.8 MN: 38 MIN.
   TIME OVER 3.0 MN: 35 MIN.
   TIME OVER 3.2 MN: N/A
   TIME OVER 50,000 FT: 47 MIN.
II. PURPOSE: FILLET PRESSURE DIFFERENTIAL MEASUREMENTS, CIL CONSUMPTION AND EWS.

III. SUMMARY: ENGINE STARTS AND TAKEOFF NORMAL. FLEW .9 MN THRU TUNNEL, ACCEL TO 45° KEAS FOR CLIMBNOUT. AT 1.7MN, AFT DOORS PLACED IN "B" POSITION, FORWARD DOORS PLACED IN ALTU AT 2.0MN. AT 2.8MN, CLOSED AFT DOORS. SOME INLET ROUGHNESS FELT IN 2.6 TO 2.95 MN REGION. PILOT USED 3.1 MN FOR CRUISE PORTION OF MISSION. BOTH PASSES OVER BASE (FOR EWS) WERE ON TRACK. EWS DATA WAS GOOD. LANDING NORMAL, ALTHOUGH DRAG CHUTE DID NOT DEPLOY IMMEDIATELY. PILOT RECYCLED DRAG CHUTE, AND IT FINALLY DEPLOYED AT ABOUT THE 8,000FT POINT.

SQUAWKS:
(A). UHF GUARD CHANNEL NOISY.
(B). IFF FAILED IN FLT.
(C). L. CIL PRESSURE FLUCTUATED PLUS AND MINUS 3 PSI; GOT DOWN TO 33 PSI DURING CRUISE.
(D). PILOT NOTED LOTS OF INTERMITTENT ELECTRICAL NOISE IN HEADSET FOLLOWING TURN-ON OF SYSTEM . FLUCTUATION OF R. EGT INDICATOR SEEMED TO ACCOMPANY THE ELECTRICAL NOISE. SOURCE OF NOISE NOT YET DETERMINED.

IV. COMMENTS: ALTHOUGH EWS PORTION OF TEST WAS PRIMARILY FOR GATHERING DATA, USEFUL INFO WAS ALSO GATHERED ON THE SYSTEMS.

TESTS WERE CONSIDERED SUCCESSFUL.

END OF MESSAGE

SECRET
OKCART FLIGHT TESTS

1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66; PILOT: ____________
   TAKE OFF AT 1418 HOURS FOR 1 HOUR AND 15 MINUTES. GROSS WT 120,400
   LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED
   195 KTS, PRESSURE ALTITUDE 4,235 FT, TEMPERATURE 47 DEGREES, WIND
   CALM, MAX SPEED 1.5 MACH, MAX ALTITUDE 46,000 FT. PURPOSE:
   EWS TEST AND OIL CONSUMPTION TEST.

2. SUMMARY: TAKE OFF AND CLIMB WERE NORMAL. PERFORMED SCHEDULED
   TESTS SATISFACTORY. RESULTS OF EWS TESTS WILL BE REPORTED
   SEPARATELY. AUTOPILOT WAS USED ENIREF FLIGHT. LANDING AND CHUTE
   WERE NORMAL.

END OF MSG
TO: DIRECTOR
FROM: [Blank]
ACTION: [Blank]
INFO: [Blank]

TO: PRIORITY
INFO: OX CART
CITE: FL TEST

1. ARTICLE 122, FLI 152, 10 FEB 1966.
2. PILOT: [Blank]
3. T. O. TIME: 1544 HRS FOR 99 MIN. 12 W and 09 MIN.
4. GROSS WEIGHT: 119,000 LBS.
5. TEMP: 35 DEGREES. WIND: 050/16.
6. C.G.: 20.7 PERCENT.
7. T. O. DISTANCE: 5,500 FT.
8. T. O. SPEED: 212 KNOTS.
9. MAX MN: 3.10 MN.
10. MAX ALT: 73,000 FT.
11. TIME OVER 2.0 MN: 21 MIN.
   TIME OVER 2.6 MN: 09 MIN.
   TIME OVER 2.8 MN: 06 MIN.
   TIME OVER 3.0 MN: 03 MIN.
   TIME OVER 50,000 FT: 21 MIN.
12. PURPOSE: SYSTEMS TEST.

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13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000 FT. WENT THROUGH TUNNEL FLAT, THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED ANTO NAV IN CLIMB AND NOTED NEEDLE WAS CENTERED. USED AUTO DEST SELECT. OVER POWERED AUTO PILOT TO KEEP BANK ANGLE TO 20 DEGREES. SOME INLET ROUGHNESS NOTED AT 26 MN. E/P'S WERE TOGETHER. AT 3.1 MN L/H. FIRE WARNING CAME ON. REDUCED POWER TO MILITARY AND LIGHTS WENT OUT. CONTINUED DESCENT AND COORDINATED WITH CONTROL FOR SYSTEMS TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY EWS LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000 FT. DESCENDING AND DUMPING FUEL. MADE GCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.

14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.

END OF MESSAGE
TO: DIRECTOR

ROUTE 01232 20 JAN 66

OXCART FLITEST

1. ACFT 122, FLT 151, 19 JANUARY 1966.
2. PILOT: [Blank]
3. T.O. TIME: 14:10 HRS FOR 1 HR AND 15 MIN.
4. GROSS WEIGHT: 120300 LBS.
5. C.G.: 20.6 PERCENT.
6. TEMP: 41 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6800 FT.
8. T.O. SPEED: 198 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 80,000 FT.
11. TIME OVER 2.0 MN: 34 MIN.
   TIME OVER 2.6 MN: 29 MIN.
   TIME OVER 2.8 MN: 23 MIN.
   TIME OVER 3.0 MN: 23 MIN.
   TIME OVER 3.2 MN: 0 MIN.
   TIME OVER 50,000 FT: 35 MIN.

--- CONTINUED ---

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
TO: DIRECTOR
FROM:
ACTION:
INFO:
TOR 00392 15 JAN 66

PRIORITY
INFO
OXCART
FTTEST

1. ARTICLE 122, FLT 150, 14 JAN 1966.
2. PILOT:
3. T.O. TIME: 1216 HRS FOR 1 HR AND 10 MIN.
4. GROSS WEIGHT: 114,000 POUNDS.
5. C.O.I: 22.8 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM
7. T.O. DISTANCE: 5700 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.15 MN.
10. MAX ALT: 84,000 FEET.
11. TIME OVER 2.0MN: 41 MIN.
   TIME OVER 2.6MN: 36 MIN.
   TIME OVER 2.8MN: 34 MIN.
   TIME OVER 3.0MN: 29 MIN.
   TIME OVER 50,000 FT: 40 MIN.
12. PURPOSE: TEST AND OIL CONSUMPTION.
13. SUMMARY: FLT PLAN CALLED FOR TWO PASSES OVER HOME PLATE, ONE FROM THE NORTH AND ONE FROM THE EAST. INS AUTO-NAV MAL-FUNCTIONED DURING FIRST TURN. VOR WAS ALSO UNUSEABLE, FORCING PILOT TO UTILIZE GROUND VECTORING TO MAINTAIN SOME SEMBLANCE OF FLT PLAN. DURING CRUISE, C.G. SHIFTED TOO FAR AFT, NECESSITATING FUEL TRANSFER BY PILOT.
TO: PRIORITY
FROM: OXCART

1. ARTICLE 122, FLT 143, 28 DEC 1965.
2. PILOT: [Blank]
3. T.O. TIME: 0945 HRS FOR 1 HRS AND 17 MIN.
4. GROSS WEIGHT: 109,600 LBS.
5. C.G.: 22.8 PERCENT.
6. TEMP: 31 DEGREES WIND: CALM.
7. T.O. DISTANCE: 5200 FT.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 1.02 MN.
10. MAX ALT: 36,000 FT.
11. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.
12. SUMMARY: PILOT CLIMBED TO 36,000 FT, SHUT RIGHT ENGINE DOWN, HELD 36,000 FT UNTIL SPEED DROPPED TO .85 MN AND THEN MAINTAINED THAT SPEED THROUGH REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND MAINTAINING .85 MN, ACFT STABILIZED AT 28,000 FT. PILOT WENT TO 

-CONTINUED-

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MIN 45 ON LEFT ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN),
AND STABILIZED AT 17,000 FT WITH ABOUT 20,220 LBS OF FUEL ABOARD.
HE THEN STARTED SINGLE ENGINE CRUISE CLIMB, AND WORKED UP TO 20,220FT
WITH 10,000 LBS OF FUEL REMAINING. PILOT RETURNED TO BASE, NORMAL
LANDING, CHUTE DEPLOYMENT SATISFACTORY.

END OF MESSAGE
OXCART FLIGHT TEST
1. AFT 12-20 DEC 65
2. PILOT
3. T.O. TIME: 2353 HRS FOR 1 HR AND 34 MIN
4. GROSS WEIGHT: 121,000 LBS.
5. C.G.: 19.9 PERCENT
6. TEMP: 28 DEGREES WIND: CALM
7. T.O. DISTANCE: 6400 FT.
8. T.O. SPEED: 200 KNOTS
9. MAX MN: 0.17 MN
10. MAX ALT: 81,500 FT
11. TIME OVER 2,000: 25 MIN
12. TIME OVER 2,500: 15 MIN
13. TIME OVER 3,000: 10 MIN
14. TIME OVER 50,000 FT: 28 MIN
15. PURPOSE: SINGLE ENGINE PERFORMANCE TEST
16. SUMMARY: 360 DEG TURN MADE AFTER TAKEOFF. BOTH BYPASS DOORS WANDERING AS AFT CLIMBED THROUGH 2,500. ACCEL TO 3,100 AND SHUT DOWN RIGHT ENGINE. MADE 35 DEG BANKED TURN DESCENDING TO 30,000 FT IN MAX AR ON LEFT SIDE. CAME OUT OF AR ON LEFT SIDE. LEVELED OFF AT 23,000 FT AND DESCENDED TO 13,000 FT. STABIL AT 31,500 KIAS AT 18,000 FT. RELIT LEFT AR, CLIMBED TO 31,000 FT WHERE HE STILL HAD 300 FEET PER MINUTE RATE OF CLIMB. CAME OUT OF AR AND DESCRDED AT 8,650 FT TO 13,000 LBS OF FUEL TO 11,000 FT. TRIED TO RELITE RIGHT ENGINE, BUT COULD NOT GET A RELITE, SO RETURNED TO BASE. LANDING, CHUTE NORMAL.

END OF MESSAGE
1. ARTICLE 122 MADE FLIGHT 147 ON 17 DEC 65. PILOT TAKE OFF AT 00:47 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS WEIGHT 184,000 LB. GROSS 23.3 PERCENT, TAKEOFF DISTANCE 3300 FT, TAKEOFF SPEED 190 KTS, PRESSURE ALTITUDE 4560 FT, TEMP 57 DEGREES, WIND 320/10, MAXIMUM SPEED 194 KIAS, MAXIMUM ALTITUDE 47,000 FT. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.

2. STARTED ON SOUTH PAD AND TAKEOFF WAS NORMAL. CLIMBED AT 400 FEET TO 20,000 FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000 FT. GROSS WEIGHT STARTED AT 192,000 LBS DOWN TO 64,000 LBS. MADE MANY TURNS TO STAY IN SGA. THEN REFUELED AND HAD TO USE MANUAL REFUELING PROCEDURE. WAS ABLE TO HOLD 24,000 FT IN MIN AB AT 94,000 LBS DOWN TO 64,000 LBS. REFUELED AGAIN AT 64,000 LBS GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AB TOO MUCH POWER TO MAINTAIN 400 KIAS AT 15,000 FT. WENT TO MIL POWER. SPEED AND ALTITUDE DRIFTED DOWN TO 13,500 FT AT 350 KIAS. COULD MAINTAIN 13,500 FT AT 650 KIAS. TOOK ON 50,000 LB MORE FUEL AND CRUISE CLIMBED.
1. ARTICLE 122, FL 146, 8 DECEMBER 1969.

2. PILOT: ____________________________

3. T.O. TIME: 1:49 HRS FOR 4 HRS AND 23 MIN.

4. GROSS WEIGHT: 122,000 POUNDS.

5. C.G.: 19.9 PERCENT.

6. TEMP: 86 DEGREES WIND: CALM.

7. T.O. DISTANCE: 6600 FEET.

8. T.O. SPEED: 240 KNOTS.

9. MAX MN: 5119 M.P.H.

10. MAX ALT: 24,200 FEET.

11. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.

12. SUMMARY: LEFT ENGINE REQUIRED A MODIFIED STARTING PROCEDURE.

   WOULD NOT START FIRST TRY, SO PILOT HIT START AT FIRST IDEDICATION
   OF RPM AND CAREFULLY WORKED UP TO IDLE RPM. GENERATOR DID
   NOT COME ON THE LINE FIRST TIME SWITCHED ON, RECYCLED ON THE
   NEXT TIME AND FORTUNATELY DID NOT DISABLE INS. TAKEOFF AND

   SIGNATURE

   REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO:
SHUT DOWN. LEFT ENGINE WAS IN MIN AIR DOWN TO 40,000 FEET THEN HIT MIN AIR AND 560 KIAS DOWN TO SUBSONIC. REDUCED ALY TO 14,000 FEET AND MADE SPEED POWER RUNS AT 050 KIAS. HELLY RIGHT ENGINE, POWER LIGHT OFF WAS VERY SLOW. ACCEL WAS SLOW. RIGHT FWD BYPASS WAS OPEN. RIGHT AFT BYPASS WAS CLOSED FOR ENGINE AIR START. CLOSED RIGHT FWD BYPASS AFTER START. MET CARRIER AT 22,000 FEET, MADE CONTACT FOR 56,000 POUNDS. BACKED OFF AND LIT AB, MOVED BACK INTO FILL ARTICLE TO 58,000 POUNDS. SECOND ACCEL SAME AS FIRST TO 3,100 AND 52,000 FEET. LEFT ENGINE IN MIN AB, LEFT AND RIGHT FWD DOORS OPEN, RIGHT AFT DOOR OPEN. SHUT DOWN RIGHT ENGINE. SPARKS AUTO TO 2.6, 350 KIAS. DESCENT 69,000 FEET, THEN MANUAL DESCENT TO 15,000 FEET FOR SPEED POWER DATA. WILD UNTIERS NOTED DOWN TO 1,600. DESCENT IN MIN AB WAS FAIRLY FLAT DOWN TO 1,300 THEN STEEP TO 0.9 MACH AT 550 KIAS. AT 15,000 FEET, LIT LEFT AB AND ACCELLED TO 425 KIAS, THEN SLOWED DOWN TO 325, 275, 200 KIAS AND LET DOWN TO 10,000 FEET. CLOSED RIGHT AFT BYPASS, OPENED RT. FWD AND AIR STARTED RIGHT ENGINE. PICKED UP FUEL TO 59,000 POUNDS AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD ACCEL SAME AS SECOND. ACCEL TO 3,100 AND 52,000 FEET. SHUT DOWN RIGHT ENGINE WITH SAME PROCEDURES AS BEFORE. SAME DESCENT
SECRET IN OF 3499

SECRET, NO, I'M NOT FIVE MILE ERROR AND S

END OF MESSAGE
DATE
2302Z 06 DEC 65

TO: DIRECTOR
FROM:
ACTION:
INFO:

TOR 2302Z 06 DEC 65

OXCART FLTEST

1. ACFT 122, FLT 145, 7 DEC 1965.
2. PILOT:
3. T.O. TIME: 0526 HRS FOR 1 HR AND 23 MIN.
4. GROSS WEIGHT: 121,600 LBS.
5. C.G.: 29 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6100 FEET
8. T.O. SPEED: 195 KNOTS.
9. MAX MACH: 3.14 MN.
10. MAX ALT: 81,500 FEET.
11. TIME OVER 2.0 MN: 40 MIN.
   TIME OVER 2.6 MN: 25 MIN.
   TIME OVER 2.8 MN: 16 MIN.
   TIME OVER 3.0 MN: 94 MIN.
   TIME OVER 30,000 FEET: 40 MIN.
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
13. SUMMARY: TAKEOFF AND CLIMB NORMAL TO ALT SPEED. OPENED BOTH FWD DOORS AND SHUT DOWN R. ENGINE. THEN OPENED AFT RIGHT DOOR.

AT 20,000, WENT FORWARD WITH RIGHT SPIKE. DECEL TO 350 KIAS IN MAX AB AND SETTLED DOWN TO 27,000 FEET. TOOK SPEED POWER DATA AT THIS POINT AS WELL AS IN MIN AB AT 10,000 FEET, MAX AB AT 20,000 FEET, MIL AT 20,000 FEET. WENT OUT TO JOIN UP WITH TANKER BUT HAD COMMO PROBLEMS AND ABORTED FLIGHT. DESCENT AND LANDING, CHUTE NORMAL.

14. COMMENTS: IRS AND VOR DID NOT CORELATE AT VOR.

SECRET
1. ARTICLE 122, FLT 144, 8 DEC 65.

2. PILOT: 

3. T.O. TIME 1300 HOURS FOR 3 HOURS AND 14 MINUTES.

4. GROSS WEIGHT, 121,460 LBS

5. TEMPERATURE 49 DEGREES, WIND CAL.

6. C.G.: 29.2 PERCENT.

7. T.O. DISTANCE: 4700 FT.

8. T.O. SPEED: 205 KNOTS.

9. MAX ALT: 31,414

10. MAX ALI: 81,000 FT.

11. TIME OVER 2.0 NM: 1 HR 20 MIN
    TIME OVER 2.6 NM: 50 MIN
    TIME OVER 2.8 NM: 30 MIN
    TIME OVER 3.0 NM: 15 MIN
    TIME OVER 3.2 NM: N/A
    TIME OVER 50,000 FT: 1 HR 20 MIN

12. PURPOSE: SINGLE ENGINE PERFORMANCE, LEFT ENGINE OIL CONSUMPTION.

REPRODUCTION BY OTHER THAN THE GOVERNMENT OFFICES PROHIBITED. COPY NO. 2
13. SURVIVED RIGHT STARTING CART CUT OUT AT 2500 HP DURING START. CUT ENGINE CARB UP 0.5. TAKE OFF AND CLIMB NORMAL FROM TUNNEL. ACCEL TO 2.5 MACH. STALLED AT 175K. 500 FEET AT 24,700 FT. SHUT DOWN RIGHT ENGINE AND HELD ALTITUDE UNTIL RIGHT ALG Fab TO 35K AT 2.1 MACH. RIGHT JET UNSTARTED. MOVED SPINE FORWARD AND CLEANED. HELD LEFT JET AT 750-800 DEGREES. ARTICLE CUTOUTS CUT AT 33,000 FEET. CUT OFF BURNER AND DESCRVED TO 10,000 FT FOR SPEED POWER. ARTICLE WAS HARD TO STABILIZE FOR DATA. CLIMBED TO 28,000 FT AND RE-LIT BURNER, TOOK SPEED POWER DATA IN BURNER AT 300 KIAS. STARTED CLIMBING. STARTED IN ENGINE. JOINED WITH TAILER AND REFUELED. CLIMBED OUT TO NORTH AND REPEATED AT ENGINE SHUT DOWN, DESCENT TO 60,000 FEET IN FULL AB THEN WENT MIN AB FOR REST OF DESCENT. TOOK SINGLE ENGINE SPEED POWER DATA AT 14,200 FT, 28,000 FT AND 24,500 FT. RESTARTED RIGHT ENGINE. 1 MINUTE 15 SECONDS REQUIRED TO GET RIGHT ENGINE TO IDLE RP. TRANSFERRED FUEL FORWARD. LANDED, CHUTE NORMAL.

PILOT COMMENT:

TACAN OFF 10 DEGREES TO RIGHT.

END OF MESSAGE

2. PILOT: 

3. T.O. TIME: 9:11 HRS FROM 3 HRS AND 44 MIN.

4. GROSS WEIGHT: 124,800 LBS.

5. C.G.: 26 PERCENT.

6. TEMP: 29 DEGREES WIND: CALM.

7. T.O. DISTANCE: 7622 FEET.

8. T.O. SPEED: 202 KNOTS.


10. MAX ALT: 81000 FEET.

11. TIME OVER 2.0 MN: 1129 MINS
    TIME OVER 2.5 MN: 45 MINS
    TIME OVER 2.6 MN: 25 MINS
    TIME OVER 3.0 MN: 10 MINS
    TIME OVER 3.8 MN: W/A MINS
    TIME OVER 50,200 FT: 143 MINS


14. Summary: After initial takeoff, and acceleration single engine deceleration was made. The thrust dropped to 800 at 21,500 feet, 3.1 L/min. The throttle was chopped very near 64 to cut off and the other engine held at 70% AB and kept speed at 400 KIAS all the way down to 21,000 feet where it refused to go lower holding 400 KIAS and MAX AB. After taking speed power points, throttle was reduced below afterburning and speed power points were taken at 10,000 feet and 500 KIAS. The then Relit engine, refueled from tank and reaccelerated to 78,000 feet, 3.08 L/min and repeated throttle chop and engine shut down. He held 400 KIAS, MAX AB to 69,000 feet then went to MIN AB which bottomed out at 20,000 feet. After taking speed power points, he dropped out of AB and went down to 10,000 feet where he took points at 275, 250 and 232 KIAS.

End of message.
1. ARTICLE 122, FLT 182.
2. PILOT: 
3. T.O. TIME: 1001 HRS FOR 2 HRS AND 40 MIN.
4. GROSS WEIGHT: 121,552 LBS.
5. C.G.: 19.8 PERCENT.
6. TEMP: 35 DEGREES WIND: CALK.
7. T.O. DISTANCE: 6220 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MM: 3.13 M.A.
10. MAX ALT: 79,600 FEET.
11. TIME OVER 2.0MM: 1:15 MIN
   TIME OVER 2.5MM: 45 MIN
   TIME OVER 2.8MM: 36 MIN
   TIME OVER 3.0MM: 4 MIN
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
13. RIGHT ENGINE THROTTLED DOWN TO 755 DEGREES, LEFT ENGINE DOWN TO [Blank]
1. ARTICLE 182, FLT 14-29 NOV 65.

2. PILOT: 

3. T.O. TIME: 1516 HOURS FOR 1 HR AND 21 MIN.

4. GROSS WEIGHT: 124,600 POUNDS.

5. C.G.: 19.2 PERCENT.

6. TEMP: 47 DEGREES WIND: 230/38

7. T.O. DISTANCE: 6000 FEET.

8. T.O. SPEED: 195 KNOTS.

9. MAX MW: 0.88MW.

10. MAX ALT: 32,000 FEET.

11. PURPOSE: OIL CONSUMPTION L/H ENGINE, NOZZLE INSTABILITY, R/H ENGINE.

12. SUMMARY: TAKEOFF AND CLIMB NORMAL. PILOT RECORDED DATA BETWEEN 29,000 AND 30,000 FEET, AND 0.75MN TO 0.88MN. TDI STUCK AT 1.7 MN FOR TWENTY MINUTES THEN CAME BACK TO NORMAL, THEN STUCK AGAIN FOR REMAINDER OF FLT. LANDING AND CRUISE NORMAL.
1. ARTICLE: 122, FLT: 149, 19 NOV 65.
2. PILOT:
3. T.O. TIME: 1536 HOURS FOR 59 MINUTES.
4. GROSS WEIGHT: 114,000 POUNDS
5. C.G.: 22.3 PERCENT.
6. TEMP: 53 DEGREES WIND: CALM.
8. MAX MN: 3.02 MN MAX ALT: 76,000 FT.
9. TIME OVER 2.0MN: 25 MIN; TIME OVER 2.5MN: 15 MIN; TIME OVER 2.8MN: 10 MIN; TIME OVER 3.0MN: 6 MIN; TIME OVER 50,000 FT: 25 MIN.
10. PURPOSE: RIGHT ENGINE NOZZLE INSTABILITY; LEFT ENGINE OIL CONSUMPTION.
11. SUMMARY: ENGINE TRIM NORMAL. CRUISED AT 29,000 FEET PRIOR TO CLIMB. AT 1.7 MACH OPENED AFT DOORS 53 PERCENT AT 2.8 MACH WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.
MADE TURN AT 260 KIAS AND 2.6 MACH. DECELERATED, ACCELERATED AGAIN. AT 1.7 MACH VEER TO BE POSITION AFT DOORS. AT 2.5 MACH MOMENTARY INSTANT CAUSED BY LEFT FWD BYPASS DOOR SWITCH. OPENED FWD TO AUTO AND ACCELERATED O.K. DECELERATED AGAIN.

LANDING CHUTE NORMAL.

COMMENTS: MUCH EGT TAKING REFUEL DURING FLT.

END OF MESSAGE
TO: DIRECTOR
FROM: [Blank]
CONF:
INFO:

TO: [Blank] INFO: PRIORITY OXCART FLIGHT

2. PILOT: [Blank]
3. T.O. TIME: 0531 HRS FOR 1 HR AND 35 MIN.
4. GROSS WEIGHT: 110,400 POUNDS.
5. C.G.: 22.5 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6200 FEET.
8. T.O. SPEED: 199 KNOTS
9. MAX MN: 3.35 MN
10. MAX ALT: 78,200 FEET
11. TIME OVER 2,000 FT: 35 MIN
    TIME OVER 2,500 FT: 25 MIN
    TIME OVER 2,800 FT: 22 MIN
    TIME OVER 3,000 FT: 15 MIN
    TIME OVER 50,000 FT: 32 MIN
12. PURPOSE: R.H. NOZZLE INSTABILITY INVESTIGATION.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCHED AT 1.7 MIN WENT TO FIFTY PERCENT ON AFT DOORS. AT 2.8 MIN WENT TO AUTO ON FORWARD DOORS. ACCELERATED TO 3.0 MIN IN THIS CONFIGURATION. INLETS MATCHED AND SMOOTH. MADE TURN TO SOUTH 90 NORTH OF COMPASS OK. MACH HOLD HELD WITHIN PLUS OR MINUS 0.22 MN IN CRUISE, BUT DID NOT HOLD WITH MORE THAN 20 DEGREES BANK. RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES PULLED AND CHATTERED.

14. COMMENTS: THIS FLT WAS MADE TO VERIFY NOZZLE INSTABILITY NOTED IN ACFT 130.

END OF MESSAGE
TO DIRECTOR
FROM:
ACTION:
INFO:

TOR: 2356Z 30 AUG 65
O5A 1-20

OXCART TEST

1. ARTICLE 122 FLT 125 27 AUGUST 1965
2. PILOT:
3. T.O. TIME: 1155 HOURS FOR 1 HOUR AND 38 MIN.
4. CROSS WEIGHT: 119,900 LBS.
5. C.G.: 23 PERCENT.
6. TEMP: 80 DEGREES WIND: CALM
7. T.O. DISTANCE: 8,000 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.1 MN.
10. MAX ALT: 78,000 FEET.
11. TIME OVER 2.0 MN: 45 MIN
   TIME OVER 2.6 MN: 35 MIN
   TIME OVER 2.8 MN: 33 MIN
   TIME OVER 3.2 MN: 25 MIN
   TIME OVER 3.2 MN: N/A
   TIME OVER 50,000 FEET: 45 MIN
12. PURPOSE: FLIT TEST PRODUCTION BOXES.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
COPY NO.
**CLASSED MESSAGE**

**SECRET**

**TO:** DIRECTOR  
**FROM:**  
**ADOC:**  
**INFO:** TOR 2057Z 26 AUG 65

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**INFO**

**OKCART** FLTEST  
**REF:** 3769  
4204

**SUBJECT:** ARTICLE 122, FLT 124, 25 AUGUST 1965.

**FOLLOWING INFORMATION OMMITTED FROM MESSAGE**

3769, 25 AUGUST 1965: PILOT:  
TIME ABOVE 2.0MN - 50MIN;  
2.6MN - 45MIN; 2.8MN -- 40MIN; 3.0MN - 35MIN; 3.2MN - 30MIN; TIME  
ABOVE 50,000FT - 50MIN.

**END OF MESSAGE**

**SECRET**

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
DURATION 1:11. GROSS WT 115900, C.G. 19 1/2 PERCENT, T.O. DIST 7100 FT, TEMP 70 DEGREES F, WIND CALM, MAX MACH 3.25, MAX ALT 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION GEAR.
AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE TOWARD HOME BASE DURING WHICH ALL GEAR WORKED SATISFACTORILY.
(REPORT FOLLOWS). THESE BOXES WILL BE REMOVED AND INSTALLED IN MBR 126 OR 127 ASAP. ANOTHER COMPLETE SET WILL BE INSTALLED IMMEDIATELY FOR A FLIGHT 26 AUG. WE HOPE TO TEST THE THIRD SET BY 27 AUG AS THE AIRCRAFT MUST GO DOWN FOR A WING FUEL TANK REPAIR BY THE WEEKEND.

2. INsofar as aircraft performance was concerned there was some CIP WANDER, the INS had a 6 to eight degree right bias causing a 45 degree bank and was disengaged, the left tachometer failed, there was windmill valve type roughness on level, the cockpit was too hot, the right oil pressure transmitter requires replacement.
THE CHUTE WAS SLOW TO OPEN AND JETTISON.

3. THERE WERE NO AD'S DURING THE FLIGHT.

4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE
1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT TAKEOFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C.G. 19.7, TAKEOFF DISTANCE 7000 FEET, TAKEOFF SPEED 197 KNOTS, TEMPERATURE 67 DEGREES, WIND CALM. MAX SPEED 3.25 MACH, MAX ALT 79,500 FEET, TIME OVER 2.0 MACH THIS FLIGHT 42 MIN, 2.6 MACH 36 MIN, 2.8 MACH 32 MIN, 3.0 MACH 30 MIN, 50,000 FEET 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS.

2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKEOFF AND CLimb IN MIN AB TO 29,000 FEET. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB TOWARD , WAS TO RIGHT OF COURSE, AT 2.35 MACH STARTED TURN AND ACCELERATED TO 2.9 MACH. STEERED AUTO NAV DIRECTLY OVER HOME PLATE AT 3.2 MACH AND 76,000 FEET. NOTED PSI VARIATION IN RIGHT CIP AND R HYDRO FLUCTUATION. THEN NOTED LEFT CIP VARIATIONS. MADE ANOTHER TURN TO NORTH NEAR AND MADE PASS 10 MILES NORTH OF BASE. AT 3.2 MACH AND 79,500 FEET ACTIVITY LIGHTS AND GEAR HORN WENT ON SYSTEM 8. PILOT NOTED EGT VARIATION WITH .

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO. 2
PITCH TRIM: LEFT TACH VENT TO ZERO 45 MIN AFTER TAKE OFF.

DECELERATION PILOT NOTED ENGINES ROUGHNESS 3 CPS BETWEEN 6800 AND 6900 RPM. OTHERWISE DECELERATION AND LANDING NORMAL.

3. CHUTE DID NOT JATTISON IN TAIL WIND. "O" BAY WENT TO 90 DEGREES AT END OF CRUISE.

END OF MESSAGE
OXCART FLIGHT OPS

1. ARTICLE 122 MADE FLIGHT 122, ON 5 AUG. PILOT TAKE OFF AT 1258 HOURS FOR 1 HOUR 09 MIN. GROSS WT 119,800 LBS, C.G. 20.2 PERCENT. TAKEOFF DISTANCE 8,000 FT. TAKE OFF SPEED 225 KNOTS. MAX SPEED 3.22 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH THIS FLIGHT 43 MIN, 2.6 MACH 36 MIN, 2.8 MACH 30 MIN, 3.0 MACH 25 MIN, 3.2 MACH 17 MIN, 50,000 FT 45 MIN. PURPOSE: SYSTEMS TEST.

2. INS INOPERATIVE PRIOR TO TAKE OFF DUE TO LOSS OF POWER. LEFT BRAKE GRABBED DURING TAXI. LONG TAKE OFF ROLL NOTED BY PILOT DUE TO HIGH TEMP. CLIMB IN MIN BURNER TO 31,000 FT. LEFT OIL PRESSURE WAS DOWN TO 45 LBS, AT 1.7 MACH OPENED AFT BYPASS 50 PERCENT. AT 2.0 MACH WENT AUTO ON FORWARD DOORS. CIP'S WERE TOGETHER, WENT AROUND CORNER AT 2.3 MACH ACCELERATING. AT 2.82 MACH CLOSED AFT DOORS. GAVE A GOOD VECTOR OVER BASE AT 3.2 MACH AND 76,000 FT. NOTED MILD LEFT HYDRO FLUCTUATIONS AND INTERMITTENT DROP OF 1 1/2 PSI ON LEFT HYDRO. CONTINUED EAST OVER ...

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
AT 3.1 MACH AND 74,000 FT MADE 35 DEGREE TURN AND PASSED 10 MILES SOUTH OF BASE AT 3.22 MACH AND 78,000 FT. DURING DECELERATION AT 1.9 MACH PILOT NOTED RIGHT ENGINE ROUGHNESS BETWEEN 3900 RPM AND 5800 RPM. ROUGHNESS CONTINUED DOWN TO 1.4 MACH.

ON LANDING THE LEFT TACH WENT TO ZERO.

COMMENTS:

1. ENGINE ROUGHNESS NOT DEFINED, STILL UNDER INVESTIGATION.

2. LEFT TACH FAILURE CAUSED BY HARNESS PROBLEM.

END OF MESSAGE
CLASSIFIED MESSAGE

TO
DIRECTOR

FROM:

ACTION:

INFO:

TOR: 0211Z 5 AUG 65

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 121 ON 4 AUG 65. PILOT TAKE OFF AT 1054 HOURS FOR 1 HOUR AND 9 MINUTES. GROSS WEIGHT 120,000 LBS. C. G. 19.9 PERCENT. TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4370 FT, TEMP 84 DEGREES. WIND 020/5, MAXIMUM SPEED 3.25 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLT 46 MINUTES, TIME OVER 2.6 MACH THIS FLT 35 MINUTES, TIME OVER 2.8 MACH THIS FLT 32 MINUTES, TIME OVER 3.0 MACH THIS FLT 24 MINUTES, TIME OVER 3.2 MACH THIS FLT 16 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES. PURPOSE: FLIGHT TEST OF AND

2. TAKE OFF AND CLIMB ON 400 KIAS LINE WERE NORMAL. MADE ONE NORTH TO SOUTH PASS 10 MILES EAST OF THE AT 3.14 MACH AND 78,000 FT. WAS UNABLE TO MAKE RADIO CONTACT WITH OR GROUND CONTROL ON THIS RUN. MADE A SECOND PASS FROM SOUTHEAST TO NORTHWEST, COMING OVER THE AT 3.14 MACH AND 78,000 FT. RADIO CONTACT WITH AND GROUND CON-
TROL WAS SATISFACTORY ON THIS PASS. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. INFORMATION CONCERNING ELECTRONIC SYSTEMS OPERATION WILL BE REPORTED BY CABLE.

END OF MESSAGE
OKCART FLTEST

1. ARTICLE: 122. FLT: 120. 2 AUG.
2. PILOT: 
3. T.O. TIME: 1100 HRS FOR 59 MIN.
4. GROSS WEIGHT: 119,100 LBS.
5. C.G.: 19.7 PERCENT.
6. TEMP: 30. WIND: CALM.
7. T.O. DISTANCE: 8000 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 2.7 MN.
10. MAX ALT: 69,000 FT.
11. TIME OVER 2.0 MN: 20.
   TIME OVER 2.6 MN: 10.
   TIME OVER 2.8 MN: NONE.
   TIME OVER 3.0 MN: NONE.
   TIME OVER 3.2 MN: NONE.
   TIME OVER 50,000 FT: 20 MIN.
12. PURPOSE:
AFTER TAKE OFF CLimb MADE IN MAX AB. AT 1.0 MACH WENT TO 50
PERCENT AFT BYPASS. AT 2.1 THE INLET UNSTARTED ON THE LEFTSIDE.
PILOT OPENED FWD DOORS, CLOSED THEN INLET UNSTARTED AGAIN. PILOT
THEN TRIED SEVERAL OTHER DOOR SCHEDULES BUT COULD NOT KEEP INLET
GOING ABOVE 2.7 MACH SO WENT AROUND COURSE AS BEST HE COULD
WITH UNSTARTS OCCurring ON RIGHT SIDE DOWN TO AS LOW AS 1.75 MACH.
SYSTEMS WERE EXERCISED INBOUND TO BASE. DURING DESCENT AT 6000
RPM THE LEFT ARTICLc CAME OUT OF BURNER FOR DESCENT. AN UNUSUAL
PITCH OSCILLATION WAS NOTED BY PILOT WHICH PERSISTED FOR 20 SEC-
OND, THEN DISAPPEARED. LANDING NORMAL, CHUTE NORMAL.
COMMENT: THE UNSTARTS OCCURED FOR REASONS NOT KNOWN AT
THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL AFT
FOLLOWING EACH RESTART.

END OF MESSAGE
1. ARTICLE 122 MADE FLT 119 ON 26 JULY. PILOT TAKE OFF 1558 FOR 158 MIN. GROGS WEIGHT 120,200 LBS, C.G. 19.5 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 195 KTS, TEMP 88 DEGREES, WIND 196/06 KTS. MAX SPEED 3.1 MACH, MAX ALT 75,000 FT. PURPOSE: SYSTEMS A, B, C, D, TEST.

2. LEFT STARTER CUT OUT AT 2800 RPM, OTHERWISE START NORMAL.
LEFT BRAKE WAS GRABBING DURING TAXI. C.G. APPRAISED TO BE FAR AFT DURING TAKE OFF. PILOT WAS REQUIRED TO MAKE IMMEDIATE PITCH TRIM CORRECTION AFTER LIFT OFF. LEVELED OFF AT 31,000 FT TO GO UNDER TUNNEL. CLIMBED IN MAX AB AT 400 KEAS. AT 1.2 MACH ENGAGED AUTO NAV WHICH CORRECTED HIM ONTO TRACK. PILOT FLEW ARTICLE MANUALLY IN PITCH. AT 1.7 MACH PILOT WENT 50 PERCENT OPEN ON AFT BYPASS. AT 2.0 MACH WENT AUTO ON FORWARD BYPASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASIONALLY DROPPED. DISPARITY BECAME 1 1/2 LBS DURING LEFT TURN. AT 3.1 MACH 400 KEAS CIP'S WERE 15. ARTICLE RAN OUT OF THRUST DURING TURN AT 2.89.

SECRET
ACCELERATING AGAIN WHEN LEVEL SOUTH BOUND OUT OF TURN. AT 3:14
MACH NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE
WARNING WENT THEN ON AGAIN. VERIFIED AS A FIRE. WENT OUT AS POWER
WAS REDUCED TO IDLE. DURING TURN IN AUTO NAV ROLL IN WAS AT AN
EXCESSIVE RATE SO PILOT TOOK OVER AND HELD TO 30 DEGREES BANK.
PILOT HAD A TENDENCY TO OVER-CORRECT ON NEEDLE DUE TO WIDE
NEEDLE DEFLECTIONS FOR SMALL ANGLE DEVIATIONS. TURNED ON
SYSTEMS A AND B AT [ ] GREEN LIGHT ON B 5 MINUTES AFTER
SYSTEM WAS TURNED ON. PILOT NOTED MUCH NOISE IN HEADSET, ALSO
NOTED THAT NOISES WERE REDUCED WHEN UNF WAS TURNED DOWN,
ALSO WHEN VOR RESET. ON RIGHT SIDE DF SYSTEMS 7 AND 8 CAME
ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE
TO
DIRECTOR

FROM

ARTICLE

OXCART

INFO

IGN: 34J0Z 23 JULY 65
OSA 1307

PRIORITY

IN 99135

OXCART

2. PILOT:
3. T. C. TIME: 1331 HRS FOR 34 MINS.
4. GROSS WT: 120,136 LBS.
5. C. G.: 25.2 PERCENT.
6. DISP: 37 DEGREES. WIND: CALM.
7. T. C. DISTANCE: 8500 FT.
8. T. C. SPEED: 210 KNOTS.
9. MAX MN: 3.23 MN.
10. MAX ALI: 84,000 FT.
11. TIME OVER 2.0 MN: 145.
   TIME OVER 2.5 MN: 136.
   TIME OVER 2.8 MN: NA.
   TIME OVER 3.0 MN: 27.
   TIME OVER 3.2 MN: NA.
   TIME OVER 50,000 FT: 149.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.
12. PURPOSE: SYSTEMS TEST.

13. SUMMARY: TAKEOFF AND CLIMB MADE WITH NORMAL SCHEDULE. ACCEL TRANSIENT WAS MADE IN SLIGHT DIVE TO PICK UP 400 KIAS CLIMB. WENT AUTO NAV IN ROLL AND FLEW PITCH MANUALLY NORTH AND AROUND TURN. AT 1.7MN, WENT AFT BYPASS TO 50 PERCENT. AT 2.0MN, WENT FWD DOORS AUTO. CIP'S Matched DURING ACCEL, BUT A DISPARITY OCCURED IN CIP'S AT HIGHER MACH. ROUGHNESS NOTED DURING ACCEL AND CRUISE.

L HYDRO FLUCTUATION (500PSI) WITH CIP DISPARITY, SO PILOt LEFT AFT BYPASS AT A POSITION FOR CRUISE. CONTACTED AT AUTO NAV HELD ARTICLE WELL. AT 84,000FT, NOTED SYSTEMS D AND F LIGHTS ON RIGHT SIDE. DID NOT SEE SYSTEM A LIGHTS ON. PASSED OVER HOME PLATE AND BANKED AROUND SOUTHEAST BY FOR ANOTHER PASS OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE UNSTARTED DURING 2.9MN DESCENT. OPENED FWD BYPASS BUT NO CURE, SO MOVED SPIKE FWD WHICH CLEARED UP UNSTART. DESCENDED THROUGH WEATHER, TRANSFERRED FUEL FWD, LANDED, CHUTE NORMAL.

END OF MESSAGE
1. ARTICLE 122, FLT 117, 28 JULY 1965. PILOT: 

2. TURNED OFF PRIOR TO TAKEOFF DUE SYSTEM SHORT CIRCUIT WHICH WAS TAKING OUT THE A AND B SAS SYSTEMS. ENGINES TRIMMED TO 78L( ) AND 790(R) BEFORE TAKEOFF. NO FURTHER TRIM REQUIRED DURING THE FLT. TAKEOFF AND INITIAL CLimb NORMAL. WENT TO 50PERCENT AFT BYPASS AT 1.7MN, ATTEMPTED TO GO TO AUTO AT 2.0MN. AT 2.3MN, NOTED THAT LEFT CIP LAGGING BY ABOUT 1.5PSI DUE TO LEFT FWD DOORS STUCK OPEN. WENT TO AFT DOORS FULLY CLOSED ON LEFT, AUTO ON RIGHT FOR REMAINDER OF CLimb.

3. DURING CLimbOUT, DRIVER ENGAGED AUTO NAV, CAUSING ARTICLE TO ROLL.
45-50 DEGREES IMMEDIATELY. ROLL AND PITCH TRIM SEEMED TO BE INEFFECTIVE IN CORRECTING, DRIVER HAD TO RESORT TO MANUAL STICK CORRECTION. MACH HOLD WAS ENGAGED, ARTICLE STARTED DIVERGENT OSCILLATIONS, MACH HOLD DISENGAGED. ON SOUTHBOUND LEG, DRIVER NOTED INS NEEDLE SWINGING BACK AND FORTH 35-40 DEGREES WHILE ARTICLE FLYING STRAIGHT AND LEVEL. D7G ALSO READING INCORRECT AT THIS POINT, SO DRIVER FLEW BY EYE (WITH ASSIST FROM EG&G VECTORING) OVER SITE.

4. DRIVER NOTED SOME LATERAL OSCILLATION IN COCKPIT BETWEEN 2.8 AND 2.85MN. L HYDRO FLUCTUATED ABOUT 200-300 PSI. ON LANDING, L BRAKE LOCKED, CAUSING L CENTER TIRE TO BLOW. DRIVER CONTINUED DECELERATION WITH R BRAKE. CHUTE DEPLOYMENT NORMAL, JETTISON SLOW.

END OF MSG
1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT  
TIME: 1614, DURATION 1 HR AND 1 MIN. GROSS WEIGHT: 109,800 LBS, 
C.G. 20.5 PERCENT, T.O. DISTANCE: 6750 FT, T.O. SPEED: 195 KNOTS, 
TEMP: 85 DEG, WIND: 360 DEG/5. MAX MN: 3.24, MAX ALT: 78,000. 
TIME OVER 2.0 MN - 40 MIN: 2.6 MN - 36 MIN; 2.8 MN - 34 MIN; 3.2 
MN - 33 MIN; 3.2 MN - 23 MIN. PURPOSE: INLET FCF AND ENGINE 
NO TRIM TEST.

2. ENGINES WERE TRIMMED TO 845 AND 830 DEG ON END OF RUNWAY. 
AIRCRAFT OUT OVER LEFT WENT TO 838 DEG AND RIGHT TO 
785 DEG. DURING CLIMB IN AE, LEFT WENT TO 858 DEG AND THE AUTO 
DETERMINER ACTIVATED AND LOWERED IT 100 DEG. PILOT RECYCLED AND 
THREW TO 785 DEG. PILOT USES NORMAL DOOR SCHEDULE AND HAD MILD 
ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0 MN. ARTICLE REACHED 
3.2 MN IN TURN AND CRUISED 15 TO 20 MIN. CIP'S WERE 3 1/2 PSI 
APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI.
STRAIGHT AND LEVEL, DECEL TO 2.5 MN WAS SATISFACTORY. LEFT
ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING
THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0 MN ENGINE WAS
AGAIN IDLED AND AD'S OCCURRED WHICH WO POSITION OF SPIKES OR DOORS
WOULD CLEAR AND THIS LED TO FLAMEOUT. RESTART IN ROUGHNESS WAS
UNSUCCESSFUL. RESTART AT 1.8 MN AND SMOOTH WAS UNSUCCESSFUL.
RESTART ACCOMPLISHED FINALLY AT 85MN, 20,002 FT, CIP 10 PSI.
LANDING AND CHUTE SATISFACTORY TO PROCEED WITH [TESTING AND 122
IS TENTATIVELY SCHEDULED TO MAKE AN [TEST FLIGHT ON TUESDAY,
20 JULY.

END OF MESSAGE
1. ARTICLE 122 MADE FLT 115 ON 14 JULY 1965. PILOT TAKE-OFF AT 16121 FOR 1 HR 7 MIN. TAKE-OFF SPEED 195 KTS, TAKE-OFF DISTANCE 7400 FT, TEMPERATURE 90 DEGREES. GROSS WEIGHT 109,900 LBS, C.G. 20.4 PERCENT. MAX MACH 3.25, MAX ALT 65,000 FT. TIME OVER M2.0 45 MIN, 2.6:120 MIN, 2.8:15 MIN, 3.0:10 MIN, 3.2:105 MIN. PURPOSE OF FLIGHT WAS INLET FC F AND NO TRIM ENGINE PERFORMANCE.

2. THE INS QUIT BEFORE ENGINE START DUE TO AN OVERTEMP. THIS IS BEING CHECKED OUT NOW.

3. THE UHF WAS GARbled ON THE GROUND, IN THE AIR, AND ON INTER-
COm.

4. THE ENGINES WERE NOT TRIMMED BEFORE TAKE-OFF AND THE EGT'S WERE: RIGHT 605 DEGREES, LEFT 780 DEGREES.

5. AFTER TAKE-OFF ACCELERATION WAS POOR TRANSONICALLY AND WHEN M2.48 WAS REACHED THE FIRST OF A SERIES OF 15 TO 20 AD'S OCCURRED. PILOT FINALLY RESORTED TO CLOSING FORWARD BYPASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE OR CUT TO M3.2. ARTICLE

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
Was rough through M3.2 cruise. When reducing to military power a brief overtemp occurred which the pilot saved by quick downtrim.

6. Engine shut downs and restarts were made satisfactorily at M1.7 and 1.4.

7. Landing and chute were satisfactory.

8. Auto-pilot and mach hold were not used.

End of Message
OXCART FLIGHT OPS

1. ARTICLE 122 MADE FLIGHT 114 2 JULY, PILOT ___________ TAKE OFF
   AT 0919 FOR 55 MINUTES. GROSS WT 109,900 LBS, C.G. 19.3 PERCENT,
   TAKE OFF DISTANCE 6,900 FEET, TAKE OFF SPEED 190 KNOTS, PRESSURE
   ALT UNKNOWN, TEMP 66 DEGREES, WIND 330 DEGREES 4 KNOTS, MAX SPEED
   2.67, MAX ALT 67,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MIN, TIME
   OVER 2.6 MACH 2 MINUTES. PURPOSE: MFC AND AIR INLET CONTROL TEST.

2. SUMMARY: TAKE OFF NORMAL, CLIMB NORMAL TO 37,000 FEET WHERE
   CABIN AND Q BAY PRESSURIZATION WAS LOST, THEN CAME BACK TO 30,000
   FEET FOR REMAINDER OF FLIGHT. ACCELERATED TO 2.5 MACH AT ___________
   COULD NOT ACCELERATE TO MORE THAN 2.67 MACH. TRIED ALTERNATE
   SCHEDULE WITH NO MORE ACCELERATION NOTED. POPPED SHOCK SEVERAL
   TIMES DECELERATED DOWN TO 2.2 MACH, THEN COULD NOT ACCELERATE ABOVE
   2.2 MACH. DESCENT NORMAL, LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE
1. ARTICLE 122 MADE FLT 113 1 JULY 65, PILOT ___________

TAKE OFF AT 0831 FOR 1 HOUR AND 1 MIN. GROSS WT 118,300 LBS.
C. G. 19.4 PERCENT, TAKE OFF DISTANCE 72,000 FEET, TAKE OFF SPEED
215 KNOTS, TEMP 63 DEGREES, WIND CALM, MAX SPEED 3.21 MACH, MAX
ALT 81,000 FT, TIME OVER 2.0 MACH THIS FLT 35 MIN, TIME OVER
2.6 MACH 22 MIN, TIME OVER 3.0 MACH 15 MIN, TIME OVER 52,000 FT
35 MIN. PURPOSE: DERICHMENT ON ENGINE.

2. TAKE OFF AND CLIMB ACCORDING TO SCHEDULE TO 2.7 MACH WHERE
LEFT SIDE UNSTARTED. OPENED FORWARD DOORS WHICH DID NOT RECOVER,
THEN BOTH SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET
ROUGHNESS. THERE WAS NO ACCELERATION NOTED WITH THIS CONFIGURATION,
SO THEN WENT SPIKES AND DOORS ON AUTO. RIGHT GIP WAS 1 1/2 PSI
LOWER THAN LEFT. CLOSED FORWARD RIGHT DOOR AND OPENED AFT, WHICH
BALANCED GIP’S. AT 3.05 MACH THE LEFT TACH WENT TO ZERO. CRUISED
AT 3.2 MACH, NOTED EGT GAGES JIGGLING AND SAME FREQUENCY IN HEADSET
AT 3.2 MACH, ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER

SECRET
CHARGES, DECELERATION, OPENED FORWARD CLOSED AFT BYPASS. LEFT SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVER TEMP. KIT DERICHMENT WHICH BROUGHT EGT DOWN. INLET RECOVERED. WOULD RUN ONLY WITH LEFT SPIKE FULL FORWARD. DISENGAGED DERICHMENT.

AT 2.5 MACH WENT TO SPIKES AUTO. RIGHT SIDE UNSTARTED DOWN TO 1.6 MACH. DESCENT TO 31,000 FEET FOR ACCELERATION OUT TO SIMULATE REFUELING. ACCELERATION DID NOT OVERTEMP ENGINE, BUT ____________

CONCLUDED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION WAS TO BE TERMINATED BEFORE CIT REACHED 40 DEGREES. LANDING NORMAL, CHUTE SLOW TO JETTISON.

3. PILOT COMMENTS:

A. FUEL QUANTITY READ 35,000 LBS ON GROUND. AFTER CIRCUIT CHECKING WENT TO 55,000 LBS.

B. RADIO WEAK, GARbled AND SCRATCHy.

END OF MSG

SECRET
OXCART FLTEST

1. ARTICLE 122, FLT 138, DATE 22 OCT 1965
2. PILOT: 
3. T.O. TIME: 1016 HOURS FOR 1 HOUR AND 15 MIN.
4. GROSS WEIGHT: 114,000 LBS.
5. TEMP: 49 DEGREES WIND: CALM
6. C.G.: 22.5 PERCENT.
7. T.O. DISTANCE: 5900 FEET
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.07 MN.
10. MAX ALT: 76,000 FEET
11. TIME OVER 2.0 MN: 40 MIN
   TIME OVER 2.6 MN: 20 MIN
   TIME OVER 2.8 MN: 15 MIN
   TIME OVER 3.0 MN: 5 MIN
   TIME OVER 3.2 MN: N/A MIN
   TIME OVER 50,000 FEET: 40 MIN

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
12. PURPOSE: SINGLE ENGINE PERFORMANCE.

13. SUMMARY: BEFORE TAKEOFF, REQUIRED TO TRIM BOTH ENGINES DOWN RADICALLY. FELT THEY WOULD HAVE REACHED 900 DEGREES. AFTER REACHING 3.95MN, STABILIZED FLT, RIGHT ENGINE WAS SHUT DOWN WITH SPIKE AUTO FWD AND AFT DOORS OPEN. HOLDING 420 KEAS, HE STARTED DESCENDING AT MAX AB ON THE LEFT ENGINE. DUE TO UNSTARTS ON THE RIGHT SIDE WITH ENGINE OFF HE WAS GETTING LARGE YAW OSCILLATIONS. IN ORDER TO STOP THIS HE PUT AFT DOORS TO POSITION B. ACFT CONTINUED DOWN FINALLY STABILIZING AT 22,000 FEET, 420 KEAS, .91MN, MAX AB. ACFT THEN WAS ALLOWED TO CLIMB AT REDUCING MACH AND KEAS AND REACHED 32,000 FEET, 320 KEAS AND APPROX .95MN. HE THEN HELD ACFT AT 30,000 FEET, .8 MN AND .95MN FOR CRUISE DATA. ACFT HAD UHF FAILURE. MADE NORMAL LANDING.

END OF MESSAGE.
OXCART FLTEST

2. PILOT:
3. T.O. TIME: 1525 HRS FOR 1 HRS AND 21 MIN.
4. GROSS WEIGHT: 113,700 LBS.
5. TEMP: 70 DEGREES WIND: 050/14
6. C.G.: 22.4 PERCENT.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.08 MN.
10. MAX ALT: 77,000 FEET.
11. TIME OVER 2.0MN: 23 MIN.
    TIME OVER 2.6MN: 16 MIN.
    TIME OVER 2.8MN: 10 MIN.
    TIME OVER 3.0MN: 5 MIN.
    TIME OVER 3.2MN: N/A MIN.
TIME OVER 50,000 FT: 23 MIN.

12. PURPOSE: SINGLE ENGINE PERFORMANCE, AIR STARTS.

13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLL TRIM USED. BREAKOUT FORCE HIGHER RIGHT LATERAL THAN LEFT. AT 2.0 MIN, WENT TO AUTO ON FWD DOORS AND NOTICED A ONE HALF TO THREE FOURTHS POUND DISPARITY IN CIP. TRIMMED BOTH ENGINES FREQUENTLY. AT 2.99 MIN, NOTED THAT AFT BYPASS WAS STILL AT B POSITION, SO CLOSED AFT. STABILIZED AT 375 KEAS, 3.05 MIN FOR SPEED POWER POINT. CLIMBED TO 350 KEAS, 3.05 MIN. TRIMMED FIVE DEGREES RIGHT AND CUT OFF RIGHT ENGINE. RODE 350 KEAS ON WAY DOWN. READ OUT RPMs. AT 2.63 MIN, UNSTARTED AND HIT RE-START SWITCHES.

ROUGH RIDE DOWN TO 1.5 MIN. AT 1.4 MIN, OPENED DOORS, SMOOTH AT 38,000 FEET. WITH 13,000 POUNDS FUEL AND 300 MILES OUT OBTAINED SINGLE ENGINE DATA. FLEW 380 KEAS, 32,000 FEET, SLOWED DOWN TO 260 KEAS, MADE AN AIR START, THROTTLE WAS TWO THIRDS OF WAY BETWEEN IDLE AND MIL. ENG CAME UP SLOWLY, SO NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

END OF MESSAGE
OXCART FLTEST

2. PILOT: 
3. T.O. TIME: 1516 FOR 1 HR AND 02 MIN.
4. GROSS WEIGHT: 114,000 LBS.
5. TEMP: 71 DEGREES WIND: CALM.
6. C.G.: 22.7 PERCENT.
7. T.O. DISTANCE: 6100 FT.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 5.23 MN.
10. MAX ALT: 82,000 FT.
11. TIME OVER 2.0 MN: 40 MIN.
   TIME OVER 2.6 MN: 30 MIN.
   TIME OVER 2.8 MN: 20 MIN.
   TIME OVER 3.0 MN: 10 MIN.
   TIME OVER 3.2 MN: 3 MIN.
   TIME OVER 50,000 FT: 40 MIN.
12. PURPOSE: MAIN FUEL CONTROL PERFORMANCE.
13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.0 MN, WENT TO AUTO DOORS.
ARTICLE STARTED TO YAW LEFT AND REQUIRED THREE DEGREE RIGHT RUDDER
TO TRIM. LEFT CIP LOWER THAN RIGHT. DURING ACCEL FROM 2.2 MN TO
3.2 MN AT 350 KEAS, BOTH EGT'S WENT TO 845 DEGREES AND REQUIRED
DOWN TRIM. THEN AT 400 KEAS BOTH WENT DOWN TO 745 DEGREES REQUIRING
UP TRIM. DURING SECOND ACCEL WITH AFT DOORS IN B POSITION AND FWD
MANUALLY CLOSED, THE CIP'S WERE XATCHED. MACH HOLD WAS JERKY.
BRAKES GRABBY, INS WAS GOOD, O RAY WAS 80 DEGREES F. PERFORMANCE
SEEMED VERY GOOD AT MIN AP, 3.2 MN, 82,000 FEET, 318 KEAS. LANDING
AND CHUTE NORMAL.

END OF MSG
NOKCART FLTEST

1. ARTICLE 122, FLT 135, DATE 16 OCT 1965.
2. PILOT: 
3. T.O. TIME: 1445 HRS FOR 1 HR AND 45 MIN.
4. GROSS WEIGHT: 94,600 LBS.
5. TEMP: 67 DEGREES WIND CALM.
6. C.G.: 23 PERCENT.
7. T.O. DISTANCE: 6500 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 32,000 FT.
11. TIME OVER 2.0MN: NA
   TIME OVER 2.5MN: NA
   TIME OVER 2.8MN: NA
   TIME OVER 3.0MN: NA
   TIME OVER 3.2MN: NA
   TIME OVER 50,000FT: NA
12. PURPOSE: SINGLE ENGINE REFUELING.

13. SUMMARY: TAKEOFF AND CLIMB TO 30,000 FEET NORMAL. SHUT RIGHT ENGINE DOWN, HAD TO OPEN RIGHT FWD DOORS DUE TO ROUGHNESS. DESCENDED TO 20,000FT SINGLE ENGINE. CLIMBED BACK TO 30,000FT. PICKED UP 26,000 POUNDS OF FUEL FROM TANKER. POWER LEVER WAS MIN AB AT START OF REFUELING. FULL AB AT END AB. HAD TO TOBAGOON DURING THIS REFueling. DESCENDED TO 15,000 FT AND 27,000 POUNDS OF FUEL. HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF FUEL. ATTEMPTED A RELITE AT 16,000 FEET, 360 KEAS, 1,700 RPM. AFTER ONE MINUTE OBTAINED AN EXPLOSIVE RELITE. OIL PRESSURE WENT TO 50 POUNDS IMMEDIATELY. LEFT ENGINE WAS TRIMMED TO 805 DEGREES PRIOR TO REFUELING. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

14. PILOT COMMENTS: NO PROBLEM WITH SINGLE ENGINE REFueling. SLIGHTLY MORE ROCKING WITH POWER CHANGES DURING REFueling. YAW MONITOR LIGHT CAME ON ONCE DURING SINGLE ENGINE OPERATION BUT WENT OUT OK.

END OF MSG
OXCART FLTEST

2. PILOT: [ ]
3. T.O. TIME 1654 HOURS FOR 55 MINUTES.
4. GROSS WEIGHT: 113,000 POUNDS.
5. C.G.: 22.3 PERCENT.
6. TEMP: 79 DEGREES WIND: 180/10
7. T.O. DISTANCE: 6300 FEET.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.2NM.
10. MAX ALT: 81,000 FEET
11. TIME OVER 2.0MN: 14 MIN
    TIME OVER 2.5MN: 09 MIN
    TIME OVER 2.8MN: 07 MIN
    TIME OVER 3.0MN: 05 MIN
    TIME OVER 3.2MN: 02 MIN
    TIME OVER 50,000 FEET: 16 MIN

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
12. PURPOSE: EXPAND AIRSTART ENVELOPE.

13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3,2MN USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN RIGHT ENGINE AT 3,2MN. CONFIGURATION SPIKES AUTO, FWD DOORS OPEN, AFT DOORS CLOSED. SUCCESSFUL AIRSTARTS AT 350 KEAS, AT 80,000 FEET, 70,000 FEET, 60,000 FEET, 50,000 FEET, 40,000 FEET. ARTICLE THEN SLOWED TO 1,8MN, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART.

UNSUCCESSFUL ATTEMPTS MADE AT 0,8MN AND 35,000 FEET, 30,000 FEET, 25,000 FEET. MADE THREE MORE UNSUCCESSFUL ATTEMPTS DOWN TO 10,000 FEET. ONE FINAL ATTEMPT AT 10,000 FEET, 400 KEAS WAS SUCCESSFUL.

PILOT LEFT THROTTLE OPEN FOR APPROX ONE MINUTE BEFORE LIGHTING ENGINE. LANDING AND chute NORMAL.

14. COMMENTS: PILOT NOTED ROUGHNESS DURING WINDMILL OPERATION.

END OF MESSAGE
1. ARTICLE 122 MADE FLIGHT 133, 12 OCT 65, PILOT TAKE OFF AT 1601 FOR 1 HOUR AND 33 MINUTES. GROSS WT 109,270 LBS, C. G. 22.9 PERCENT, TAKE OFF DISTANCE 5700 FEET, TAKE OFF SPEED 180 KNOTS, TEMP 88 DEGREES, WIND CALM, MAX SPEED 3.2 MACH, MAX ALT 81,000 FEET, TIME OVER 2.0M 17 MIN, TIME OVER 2.6M 12 MIN, TIME OVER 2.8M 10 MIN, TIME OVER 3.0M 8 MIN, TIME OVER 3.2M 5 MIN, TIME OVER 50,000 FEET 17 MINUTES. PURPOSE MAIN FUEL CONTROL TEST.

2. TAKE OFF AND CLIMB NORMAL TO 3.2 MACH. DECEL TO 2.2 MACH.

REACCELERATED TO 3.2 MACH AND CRUISE FOR 4 MINUTES. DURING SECOND ACCELERATION NOTED A SLIGHT YAWING WHICH HE FELT WAS LEFT FWD DOOR OSCILLATING. DESCENT NORMAL, LANDING AND CHUTE NORMAL.

OSCILLOGRAPH RECORD INDICATED LEFT SPIKE WAS OSCILLATING DURING ACCELERATION.

END OF MESSAGE
TO: DIRECTOR  
FROM:  
ACTION:  
INFO:  
TOR 0108Z 12 OCT 65

TO: PRIORITY  
INFO:  
OXCART  
INFO:  
FLTEST

2. PILOT:  
3. T.O. TIME: 1252 HOURS FOR 56 MINUTES.
4. GROSS WEIGHT: 109,000 POUNDS.
5. C.G.: 23 PERCENT.
6. T.O. DISTANCE: 6200 FEET.
7. T.O. SPEED: 195 KNOTS.
8. MAX MN: 354 MN.
9. MAX ALT: 78,000 FEET.
10. TEMP: 80 DEGREES WIND: CALM
11. TIME OVER 2.0 MN: 40 MIN.
   TIME OVER 2.5 MN: 30 MIN.
   TIME OVER 2.8 MN: 25 MIN.
   TIME OVER 3.0 MN: 20 MIN.
   TIME OVER 50,000 FT: 40 MIN.
12. PURPOSE: FCF, FUEL CONTROL TEST

SECRET

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VIBRATION; WINDMILLING ENGINE.

13. SUMMARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE.
DURING CLIMB L. ENG WOULD NOT TRIM UP ABOVE 767 DEGREES. CRUISED
AT 3,200 FOR 15 MINUTES. OPENED TWO BYPASS DOORS, RIGHT ENG BYPASS
DOORS AND SHUT DOWN RIGHT ENGINE AT 3,300, 370 KIAS, RIGHT INLET
INSTALLED IN DESCENT AND RESTARTED AT 1,400. ROLL SAG KICKED OFF
DURING DESCENT. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS: COMPASS STEERING NEEDLE READ 370 DEGREES
DURING TURN WHEN ARTICLLE WAS FLYING APPROX 90 DEGREES. CIP'S WERE
17 1/2 AT 3,200, 390 KIAS.

END OF MESSAGE
SECRET

1. ARTICLE 125 FLT 139, 1 OCT 1965.
2. PILOT
3. T.O. TIME: 1215 HRS FOR 9 HRS AND 56 MIN.
4. GROSS WEIGHT: 169,000 LBS
5. C.G.: 22.6 PERCENT.
6. T.O. DISTANCE: 5800 FT.
7. T.O. SPEED: 190 KNOTS.
8. TEMP: 72 DEGREES WIND: CALM
9. MAX MN: 3.02 MN.
10. MAX ALT: 78,000 FT. EGT TRIM: 808 DEG LEFT - 836 DEG RIGHT
11. TIME OVER 2.0 MN: 39 MIN.
   TIME OVER 2.6 MN: 25 MIN.
   TIME OVER 2.8 MN: 15 MIN.
   TIME OVER 3.0 MN: 7 MIN.
   TIME OVER 3.2 MN: N/A MIN.
   TIME OVER 50,000 FT: 30 MIN.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
12. PURPOSE: FOR FOLLOWING LEFT ENGINE CHANGE.

13. SUMMARY: AFTER THROTTLE CHOPS AND BURSTS, A NORMAL AB
TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8 KIAS
TO 2.9 KIAS. HELD 400 KIAS TO 70,000 FEET. ALL ENGINES
INSTRUMENTS MATCHED WELL. ON DECEL AT 370 KIAS 1.2 MNS, THE RIGHT
ENGINE (INSTRUMENTED TEST ENGINE) WENT INTO A STALL AND WOULD
NOT CLEAR. INLET AND ENGINE WERE IN DEEP STALL AND WERE SHUT
DOWN. AT 1.4 MNS A RESTART WAS ATTEMPTED, BUT FAILED. EARTH ELECTED
THAT HE RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE SATIS-
FACTORY.

14. COMMENTS: P&W PERSONNEL WILL RUN AND CHECKOUT ENGINE TO
DETERMINE CAUSE.

END OF MESSAGE

SECRET
MONTH: 2236Z 29 SEP 65
SECRET

TO: DIRECTOR
FROM:

ACTION:

TOR: 2320Z 29 SEP 65

PRIORITY

OXCART

2. PILOT:
3. T.O. TIME 08:25 HRS FOR 1 HR AND 04 MIN.
4. C.G.: 19.5 PERCENT.
5. WIND: 300 DEGREES/200 KNOTS
   TEMP: 45 DEGREES.
6. T.O. DISTANCE: 5800 FT.
7. T.O. SPEED: 200 KNOTS.
8. MAX MN: 3.02 MN.
9. MAX ALT: 80,000 FT.
10. GROSS WEIGHT: 119,700 LBS.
11. TIME OVER 2.0MN: 30 MIN
    TIME OVER 2.5MN: 23 MIN
    TIME OVER 2.8MN: 20 MIN
    TIME OVER 3.0MN: 15 MIN
    TIME OVER 50,000 FT: 30 MIN
12. PURPOSE: ENGINE WINDMILL BREATHER PRESSURES.
13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 845 DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0 MN. AT 1.88 MN, 1/2 CPS PITCH OSCILLATIONS NOTED. DISENGAGED AUTO PILOT. AT 3.0 MN, ENGAGED MACH HOLD WHICH HELD 2.99 TO 3.01 MN. AT 2.2 MN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. ARTICLE YAWED LEFT. AT 2.2 MN, CIP'S CAME BACK TOGETHER. AT 2.7 MN, RIGHT INLET UNSTARTED, WAS RE- STARTED OK. MAX CIP WAS 16 ON BOTH L & R. AT 3.0 MN, DURING TURN AT NORTH, L CIP WAS 1/2 POUND LOWER. AT 3.0 MN, 30,000 FT, 330- 340 KEAS STILL IN MACH HOLD, MACH STARTED BLEEDING OFF WITH KEAS SO PILOT DIVED TO MAINTAIN MACH, WHICH BY THEN WAS DOWN TO 2.95. MACH HOLD DID NOT MAINTAIN MACH DESCENT IN DIVE, WAS BELOW 75,000 FT. PILOT CROSS CHECKED MACH TDI. THEN CLIMBED BACK UP TO 80,000 FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400 KEAS DOWN TO 30,000 FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310 KEAS, EGT DROPPED TO 750 DEG, 6800 RPM, ACCELERATED TO 400 KEAS, AT 30,000 FT, EGT WENT TO 860 DEG AND DERICHED. LANDING NORMAL, CHUTE SLOW TO JETTISON.

14. COMMENTS: PITCH ROLL COUPLING NOTED IN MACH HOLD.
RIGHT AB LOOKED DRY AFTER ENGINE SHUT DOWN.
LEFT ENGINE EGT TOO LOW AT 30,000 FT, 310 KEAS.

END OF MESSAGE
ORIG: 2219Z 28 SEP 65

TO: SECRET

FROM: PRIORITY

ACTION:

PRJ:

TOR: 2258Z 28 SEP 65

OXCART FLTEST

2. PILOT:
3. T.O. TIME 1106HRS FOR 1HR AND 05MIN.
4. GROSS WEIGHT: 109,000 LBS.
5. C.G.: 23.1 PERCENT.
6. T.O. DISTANCE: 5180FT.
7. T.O. SPEED: 190KNOTS.
8. MAX MN: 3.24M.
9. MAX ALT: 82,000FT.
11. TIME OVER 2.0MN: 30MIN.
   TIME OVER 2.6MN: 25MIN.
   TIME OVER 2.8MN: 20MIN.
   TIME OVER 3.0MN: 15MIN.
   TIME OVER 3.6MN: 10MIN.
12. PURPOSE: OIL BREATER PRESSURES, ENGINE BEARING PRESSURES.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
13. SUMMARY: TAKEOFF AND CLIMB WITH NORMAL SCHEDULE. REACHED 3.0MN AT TURN AROUND POINT. L. EGT REQUIRED TRIMMING. TURNING ON MACH HOLD AT 3.0MN, PILOT FELT THREE BUMPS IN PITCH. ACFI CLIMBED AND ROLLED RIGHT, DIVED AND ROLLED LEFT IN MACH HOLD. AFTER 15 MINUTES AT 3.0MN, CAME OUT OF BURNER, DESCENDED. AT 1.7MN, LEFT RPM REDUCED TO 6800, RIGHT TO 5400. LANDING AND CHUTE NORMAL.

14. COMMENTS: AT 3.0MN, 4000KEAS, L. CIP WAS 16, R. CIP WAS 15 1/2. Q BAY 65 DEGREES.

END OF MESSAGE
TO DIRECTOR
FROM: 
ACTION: 
INFO:

TOR 2335Z 22 SEP 65

TO PRIORITY
OXCART FLTEST

2. PILOT: 
3. T.O. TIME: 1050 HRS FOR 0 HRS AND 57 MIN.
4. GROSS WEIGHT: 108,700 LBS.
5. C.G.: 22.5 PERCENT.
6. TEMP: 63 DEGREES WIND: CALM.
7. T.O. DISTANCE: 5600 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.0 MN.
10. MAX ALT: 74,000 FT.
11. TIME OVER 2.0MN: 35 MIN.
   TIME OVER 2.6MN: 20 MIN.
   TIME OVER 2.8MN: 10 MIN.
   TIME OVER 3.0MN: 5 MIN.
   TIME OVER 3.2MN: N/A MIN.
   TIME OVER 59,000 FT 35 MIN.

SECRET

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.
12. PURPOSE: FCU, LEFT ENGINE OIL CONSUMPTION.

13. SUMMARY: LEFT ENGINE REQUIRED DOWN TRIM DURING CLIMB. CLIMB MADE NORMAL SCHEDULE. AT 2,5700, MADE TURN EARLY DUE TO LOW FUEL. POOR ACCEL WAS NOTICEABLE IN THIS ARTICLE. CRUISED AT 3,9000 FOR 5 MINUTES, DECELERATED BY OPENING FWD DOORS, CLOSING AFT DOORS. CRUISED AT 0,8600, 30,000FT FOR 5 MINUTES, 0 DEG 65 DEGREES DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE
1. ARTICLE 182, ALT 186, 16 SEPT 1965.
2. FLIGHT:
3. T.O. TIME: 1440 HRS FOR 1 HR AND 56 MIN.
4. GROSS WEIGHT: 111,300 LBS.
5. C.G.: 22 PERCENT.
6. TEMP: 28 DEGREES, WIND: 35 DEG, 20 KNOTS.
7. T.O. DISTANCE: 6500 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MIN: 3.33 MIN.
10. MAX ALT: 15,000 FT.
11. TIME OVER 20,000: 39 MIN.
   TIME OVER 25,000: 33 MIN.
   TIME OVER 30,000: 22 MIN.
   TIME OVER 35,000: 18 MIN.
   TIME OVER 40,000: N/A MIN.
STEERING LEFT TURN IN VICE-PRESIDENT'S HOLD COB. "DON'T PANIC" REPEATED 3 TIMES AT THE HANDLE OF CHAIRS AND DOWN AT THE GRIP IN THE CUBE LIGHT INCREASE AT CUBE.
DURING CRUISE OR HIGH SPEED ARTIFACT REACH DOWN RATHER QUICKLY TO MAINLY MAKE, FROM NEW TO CUE, THEN RECOVER TO "OKAY"
Pilot Inspected Changes in Her State Conditions.  She Went to 85 Degrees With Full Cold.  Revised to 7,000 Feet For Another Run.
Recovery To Pattern Complete.  Check Slow to Jetison.

END OF RECORD