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NRO REVIEW COMPLETED

17 April 1963

MEMORANDUM FOR THE RECORD

SUBJECT : OXCART Flight Test Status: 16 April

1. Aircraft #121 (J-58 engines) aborted a flight prior to take-off due to a right engine (#217) problem involving a reduction in RPM and a rising tailpipe temperature as the throttle was advanced by the pilot above the idle position for take-off. A start of this right engine on the run-up pad following this abort revealed that the start bleed doors did not open as required and rotor speed hung at 2800 RPM with the nozzle in mid-travel. This problem is being investigated by Pratt and Whitney.

2. Aircraft #122 (J-58 engines) had engine #203 removed on 15 April after inspection of the main oil scavenge pump revealed a corrosion area of gears and shaft gear driving reduction shaft and pump.

3. Aircraft #123 (J-75 engines) made flight #68 on 16 April for a duration of two hours and two minutes. The purpose was to conduct an Eastman Kodak V/H sensor test. The flight and landing was normal and routine. The V/H results are being processed.

4. Aircraft #124 (trainer) made flight #60 on 16 April for a duration of one hour and thirty-seven minutes. This was a training flight for two Agency pilots and the first flight for one of them. The new Agency pilot found the cockpit configuration very good and the viewfinder very easy to use. The landing was normal with good drag chute deployment.

5. Aircraft #124 (trainer) made flight #61 on 16 April for a duration of two hours. This was a training flight for two Agency pilots. The autopilot was used on this flight and functioned very well. Instrument procedures were exercised including simulated single engine procedures. The landing was routine with normal drag chute deployment.

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