

~~TOP SECRET~~

H E A D Q U A R T E R S  
A I R F O R C E S Y S T E M S C O M M A N D  
U N I T E D S T A T E S A I R F O R C E  
A N D R E W S A I R F O R C E B A S E  
W A S H I N G T O N , D . C . 2 0 3 3 1



REPLY TO  
ATTN OF: SCSZ

12 May 1965

SUBJECT: SR-71 and TAGBOARD

Memo TO: MSF (Gen Ritland)

1. This memorandum summarizes the activities which have been accomplished on the subject programs through 7 May 1965.

2. SR-71

a. Development. The first flight was on 22 December 1964. All three Category I aircraft were delivered to Edwards AFB by 28 April 1965. Delivery of the first Category II aircraft is anticipated in late June, at which time a meeting between Generals Schriever and Ryan is proposed. To date 21 flights have been flown for a total of 25 hours, with over one hour above 3.0 Mach. Maximum values of 3.25 Mach, 460 KEAS and 84,000 feet have been recorded. The preliminary analysis of performance data shows sufficient excess thrust in the transonic regime for satisfactory acceleration. Good high altitude capability at design speed was demonstrated although range factors were reduced by incomplete fuel and inlet systems. Planned modifications to reduce engine inlet duct air leakage plus refinements in inlet spike scheduling and completion of fuel system plumbing are expected to improve this performance. Initial stability and control data have generally verified predicted handling qualities and have not indicated any unscheduled control discontinuities. An analysis of airloads data shows airframe load paths to be as predicted with no unusual trends indicated. Preliminary flight-worthiness checks of available sensor equipment have shown promising results and pointed up some areas needing correction. The terrain objective camera, infrared camera and the inertial navigation system have been operated in flight. The most serious problems delaying Category I flight test progress are (1) hydraulic system integrity under hot flight conditions (2) shortage of qualified sensor systems and related equipment and (3) continued modification and up-dating of the test airplanes.

b. Production. The SPO has informed SAC that production delivery is forecasted as follows:

- No. 2008 (Trainer) - November 1965
- No. 2009 (1st Production A/C) - December 1965
- No. 2007 (Deinstrumented Trainer) - Jan/Mar 1966

Balance of aircraft to be delivered at one per month thereafter through May 1967.

FORGING MILITARY SPACEPOWER

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c. Management. SCSZ has no record of any formal reply to Atch #1. However, Atch #2 reaffirms the present SR-71 management policy.

d. Personnel. [redacted] is scheduled to report as [redacted] assistant in August 1965.

### 3. TAGBOARD

a. Development. A total of 54 flights (57:00 hours) have been accomplished, 21 of them in the mated configuration, from October 1964 through 7 May 1965. The highest speed reached to date is 2.6 Mach while mated and 3.2 Mach when clean. Mated transonic acceleration is a problem. However, a new climb schedule, which permits diving through the transonic region, has materially reduced the time to accelerate from 0.9 Mach. The engine inlet fairing has been removed twice in flight, once subsonically and once at 2.0 Mach. A small change has been made to the fairing to prevent fragments from being ingested. An extensive modification of the elevons and horizontal stabilizers on the drone has just been completed in order to correct a high "Q" flutter which developed about two months ago. In addition to flight testing this modification, other immediate test objectives are: successful removal of the new engine inlet nose fairing and a successful engine light at 2.6 Mach. Extension of the mated configuration flight envelope and further improvement in transonic acceleration are pre-requisites to the first separation flight which is now estimated to be in July 1965.

b. Test Support. AFWTR and SSD test support plans have been approved by AFSC. Elements of the 6594th ATW are participating in tests of the recovery system and in development of recovery techniques.

c. Operational Support. Colonel Hartley, Hq USAF, and Major [redacted] SCSZ, visited the 6594th ATW, Sunnyvale on 4 May 1965 to discuss the operations plan for recovery forces. [redacted] visited the area and received a program briefing on 6 May 1965. Planning factors and guidance were provided for the operational phase and cover flights. It was agreed that Hq AFSC and Hq USAF would review the operations plan after [redacted] replaces [redacted]. This review is tentatively scheduled for 15 July 1965 at Sunnyvale.

*fo*  
[redacted]  
Colonel, USAF  
Director of Advanced Systems  
DCS/Systems

2 Atchs  
1. B-19272-64  
2. B-5242/64

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28 August 1964

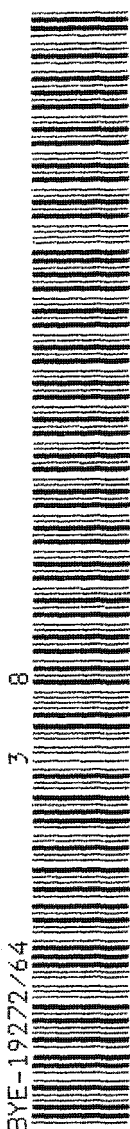
BYE 19272-64

Honorable Eugene M. Zuckert  
Secretary of the Air Force  
Washington, D.C.

Dear Mr. Zuckert

In your letter of 5 April 1963, you assigned specific responsibilities to the Commander, Air Force Systems Command relating to the R-12 program. Paragraph c of that letter directed that a plan be developed and maintained current which would provide for the transfer and assumption by Systems Command of the total management responsibility (including procurement) at some future date. In compliance therewith, such a plan was submitted to you on 11 July 1963. Subsequently, portions of the program plan have been implemented by the Systems Command to provide contract support for the YF-12 Fire Control System and to implement the security control procedures established for the YF-12. Thus, the Systems Command has established special organizational and management channels in support of the R-12 program. Planned phasing of additional less sensitive contracts into the Systems Command will facilitate the transition of other more involved efforts in the future.

In view of the recent SR-71 (R-12) announcement and the imminence of aircraft deliveries to Edwards AFB and later to the Strategic Air Command, a current version of the Systems Command plan is forwarded for your review and implementation as deemed appropriate (Attachment #1). By direction, the basic plan and annexes are drawn up on the basis of the Systems Command assuming complete management responsibility for system acquisition of the R-12 program. However, I recognize that many details involving the phasing and transition of current contracts and security controls from CIA to DoD channels must be worked out and agreed to jointly before the plan can be effectively implemented. Annex D covers the general approach to this transition but does not define the specific actions and schedules which must be determined once the basic decision has been made to assign management responsibility of the program to this Command. I want to emphasize that the plan, while paralleling those procedures used for systems management under the 375 series of Air Force Regulations, employs special methods and channels which provide for immediate



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and secure management actions and decisions at whatever level the problem dictates. Accordingly, there would be no degradation of current streamlined management, acquisition responsibilities, or security.

I am sure you will agree that the dynamic nature and national interest in the R-12 demands that we now formalize in specific detail the ultimate management arrangements for this program. To date, the assumption of support responsibilities by the Systems Command has been on a piecemeal, quick-reaction basis not in consonance with a formalized agreed-to plan. Accordingly, I should like to discuss the evolution of the R-12 program management with you in order to establish the basis for further joint consideration by representatives from the ~~(S)~~ DNRO, Air Staff, and my staff of problems associated with the phasing and conduct of an orderly and well-conceived transition to Systems Command management.

Sincerely

B. A. SCHRIEVER  
General, USAF  
Commander

2 Atch  
1. Proposed Operations Order  
2. Proposed ltr to Comdr AFSC

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THE SECRETARY OF DEFENSE  
WASHINGTON

18 SEP 1964

MEMORANDUM TO DIRECTOR ~~(S)~~ NATIONAL RECONNAISSANCE OFFICE

SUBJECT: Surfacing of the SR-71/R-12

Reference: Memo to SecDef and DCI 14 May 64 (BYE 22854-64),  
subject as above

In response to the referenced memorandum, the plan you have submitted for surfacing the SR-71/R-12 is approved. The same degree of surfacing of the YF-12A is included in this approval.

Management of the SR-71/YF-12A programs will continue to be a direct responsibility of the ~~(S)~~ DNRO utilizing centralized project direction and streamlined management principles. Changes in security classification from special code word to military TOP SECRET or SECRET must be coordinated with the CIA to insure continued protection of the OXCART program. Access to SR-71/YF-12A program details will continue to be handled on a strict "need to know" basis. The Format B's approved on 12 August identifying the SR-71, YF-12A, and J-58 engine R&D elements as open budget items will continue to apply.

*Robert S. Wickham*

OXCART



DIAXX-3A CONTROLLED

EXEMPT FROM AUTOMATIC DOWNGRADING;  
DDI DIR. 5200.10 DOES NOT APPLY

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