PROJECT STATUS REPORT

INSTRUCTIONS

ITEM 8 Entries will be taken from codes listed on the reverse side of this form.

ITEM 20 Enter concise project progress information sufficiently complete so that reference to other reports will not be necessary. Changes in program scheduling should be fully explained. If additional space is required, a separate 8 x 10½ sheet will be used. Identify particular report and mark proper security classifications.

1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
922A	9060	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Nov thru 30 Nov 64

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY ____												FY ____ QTRS				FY ____ QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	X	X	X	X	X	X	C	X	X	X	R																					
NEW SCHEDULE																																
CHG CODE																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 63	25 Nov 64	Jan 65	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/82	40/82	20/2	67

20. REMARKS

Line Item Code: 9279

1. During the reporting period six drogue chute deployments were made from aircraft S/N 56-0756 during landing rolls or high speed taxi runs. Four of these deployments were made with the drogue gun and two with the pilot chute configuration. Although the chute canopy sustained some damage during each deployment with the drogue gun, it wasn't considered sufficient to deter from the chute's ability to recover the aircraft in the event of a spin. This aircraft was also flown to 95,000 ft on 12 Nov and 94,700 ft on 16 Nov with approximate dynamic pressures of 48 and 26 psf respectively.

2. During the reporting period aircraft S/N 56-0760 has been flown on eight energy management flights for performance data, minimum dynamic pressure verification, and to test the minimum fuel flow modification. The maximum altitude obtained was 108,950 ft at 1.16 Mach number and a minimum dynamic pressure of 15.6 psf. The aircraft was controllable aerodynamically. The minimum fuel flow modification allows the J79-GE-3B engine to run to 80,000 ft while ascending and a restart has been obtained at 75,000 ft during reentry.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
1 Dec 64	FTTEE-1/41911/32361	Clendon L. Hendrickson CLENDON L. HENDRICKSON

AFFTC FORM 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

SCHEDULE CODES

1. The following codes will be used in completing the schedule portions of Item 8.

CODE	DEFINITION
B	Planned beneficial occupancy date of a facility required to conduct or support a test.
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PROJECT STATUS REPORT

INSTRUCTIONS

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922A	9060	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Dec thru 31 Dec 1964

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY												FY QTRS				FY QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	X	X	X	X	X	X	C	X	X	X	R																					
NEW SCHEDULE																																
CHG CODE																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 63	29 Dec 64	Jan 65	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/96	40/85	20/2	73

20. REMARKS

Line Item Code: 9279

1. During this reporting period aircraft S/N 56-0760 was flown on five energy management flights. One of these was a nonrocket energy management flight to 84 000 feet to simulate the Aerospace Research Pilot School (ARPS) standard F-104 profile. A nonrocket flight was flown to determine best glide speed. In addition, Major Rushworth (FTTOF) flew a lateral-directional stability (C_{n_β}) flight for systems familiarization.

2. Aircraft S/N 56-0756 was flown on one energy management flight to 93500 feet. One airspeed calibration flight was also flown.

3. Because of the flameout landing on 30 Nov 64, two modifications will be made to the aircraft. The number two JP-4 fuel boost pump relay has been changed to the F-104D configuration. The aircraft will be rewired so that the ram air turbine will power the number one boost pump. The aircraft is expected back in commission on 7 Jan 65.

4. The Aerospace Trainer Pilot's Handbook is in coordination at the AFFTC.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
4 Jan 65	FTTEE-1/41911/23261	Clendon L. Hendrickson CLENDON L. HENDRICKSON

SCHEDULE CODES

1. The following codes will be used in completing the schedule portions of Item 8.

CODE	DEFINITION
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PROJECT STATUS REPORT

INSTRUCTIONS

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922A	9062	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Aug thru 31 Aug 64

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY												FY QTRS				FY QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	X	X	X	X	X	C	X	X	X	R																						
NEW SCHEDULE																																
CHG CODE J	X	X	X	X	X	X	C	X	X	X	R																					

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 63	2 July 64	Jan 65	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/60	40/75	20/0	58

20. REMARKS

Line Item Code: 9279

1. An NF-104A program review was given to FTG, FTT and FTTE on 10 Aug 64.

2. The local manufacture and passivation of the AN-350 stainless steel sumps have been completed for both the forward and aft hydrogen peroxide (H_2O_2) tanks on both aircraft.

3. The forward tank and forward-aft tank interconnect was delivered to the Astro Pak Company on 20 Aug for passivation. The passivation has been completed and the interconnect will be returned to the AFFTC on 1 Sep 64.

4. The Reaction Control System (RCS) damper control was damaged during a modification to prevent electrical feedback from damaging the internal components. It will take approximately 30 days to repair this control. Any flights with aircraft S/N 56-0760 will therefore be flown with the RCS dampers inoperative.

5. The RCS "kicker" modification has been completed on aircraft S/N 56-0760. The fuel flow modification which reduces the minimum fuel flow from 500 to 325 lb/hr will be completed on aircraft S/N 56-0756 on 2 Sep 64. Both aircraft will be in commission between 7 and 15 Sep 64.

6. Additional drogue guns have been built and the chute attachment mechanisms have been modified to prevent the chute from inadvertently detaching from the

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
1 Sep 64	FTTEE-1/41911/23261	Clendon L. Hendrickson CLENDON L. HENDRICKSON

AFFTC FORM 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

SCHEDULE CODES

1. The following codes will be used in completing the schedule portions of Item 8.

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PROJECT STATUS REPORT

INSTRUCTIONS

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922A	9060	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Oct thru 31 Oct 64

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY ____												FY ____ QTRS				FY ____ QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	X	X	X	X	X	X	C	X	X	X	R																					
NEW SCHEDULE																																
CHG CODE																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 63	20 Oct 64	Jan 65	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/66	40/80	20/1	62

20. REMARKS

Line Item Code: 9279

1. During this reporting period, aircraft S/N 56-0760 was flown on two low profile energy management missions; the first to 95,000 ft and the second to 93,000 ft. Performance data were obtained on both flights and the Reaction Control System (RCS) "kicker" and the Attitude and Azimuth Reference System (AARS) command bar variable null modifications were tested and found to be functioning properly. Difficulty in obtaining an airstart on the J79-GE-3B engine was encountered upon returning from the second flight and the engine was subsequently removed for replacement of the main fuel control and the pressure drain valve. This aircraft will be in commission about 4 Nov.

2. It has been determined that the problem with the hydrogen peroxide (H_2O_2) system on aircraft S/N 56-0756 was the failure of the forward to aft tank interconnect seal, allowing gaseous nitrogen (GN_2) to escape into the H_2O_2 feed line to the rocket engine. This GN_2 caused surging and subsequent rocket engine blowout. This deficiency has been corrected and the aircraft will be in commission on 3 Nov.

3. A static firing of the drogue chute installation was made on 8 Oct. The apex of the canopy traveled 22 ft from the chute compartment. This is considered to be minimum satisfactory.

4. The decision has been made by the Aerospace Research Pilot School (ARPS) to not ballast the NF-104A aircraft.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
2 Nov 64	FTTEE-1/41911/23261	Clendon L. Hendrickson CLENDON L. HENDRICKSON

SCHEDULE CODES

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PROJECT STATUS REPORT

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992A	9060	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Jul thru 31 Jul 64

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY												FY QTRS				FY QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	C	X	X	X	X	R																										
NEW SCHEDULE																																
CHG CODE J	X	X	X	X	X	C	X	X	X	R																						

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 63	2 Jul 64	Dec 64	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/64	40/70	20/0	57

20. REMARKS Line Item Code: 9279

1. During the weekend of 4 and 5 July 64 the bellows between the main hydrogen peroxide (H_2O_2) tanks on aircraft S/N 56-0760 ruptured because of high temperature and pressure created by contamination in the tanks. It has been determined that the contamination was probably caused by an ironoxide (rust) accumulating over a long period of time. Steps are being taken to prevent this occurrence in the future. The H_2O_2 systems on both aircraft are being cleaned and checked and aircraft S/N 56-0760 will be in commission on about 10 August 1964.

2. A conference was held at the AFFTC on 30 Jul 64 at which Colonel Fite from Hq AFSC made the decision that a spin program will not be conducted.

3. The flight test evaluation of various modifications to the aircraft will be conducted and a flight envelope will be established based on limits commensurate with reasonable safety which also meets the training requirements of the Aerospace Research Pilot School.

4. The evaluation of the NF-104A was suspended pending completion of the 15 Jun 64 F-104A accident investigation. The new schedule reflects this time loss plus time required to complete additional modifications to the aircraft and to investigate the H_2O_2 contamination problem.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
1 Aug 64	FTTEE-1/23261	Clendon L. Hendrickson CLENDON L. HENDRICKSON

SCHEDULE CODES

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PROJECT STATUS REPORT

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922A	9060	62B02
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
62-39	04B	1 Sep thru 30 Sep 64

7. TITLE AND OBJECTIVE

NF-104A Evaluation

Objective: To determine if the aircraft has acceptable flying qualities for its design mission as an aerospace trainer.

8. SCHEDULE	CURRENT FY 65												FY ____												FY ____ QTRS				FY ____ QTRS			
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	1st	2d	3d	4th	1st	2d	3d	4th
CURRENT SCHEDULE	X	X	X	X	X	X	C	X	X	X	R																					
NEW SCHEDULE																																
CHG CODE																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
28 Oct 64	23 Sep 64	Jan 65	25	56-0760 56-0756

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
10/100	N/A	30/64	40/78	20/1	60.6

20. REMARKS

Line Item Code: 9279

1. A systems evaluation flight was flown with aircraft S/N 56-0760 on 18 Sep during which three successful rocket engine lites were obtained. A successful drogue gun chute deployment was made during the landing roll but the slug pierced the canopy of the chute. The chute was deployed four times during landing rolls on 22 Sep. The fourth deployment was with the drogue gun. The chute deployed prior to the drogue gun firing because of improper chute packing techniques.

2. Aircraft S/N 56-0760 was flown on 23 Sep 64 for lateral-directional stability data. A data point with the rocket engine shut down and the J79 engine at idle was obtained at 2.1 Mach number and the aircraft was very stable. Another data point was obtained at 1.8 Mach with the J79 engine shut down and an oscillation was generated. It was determined that this oscillation was probably caused by duct spillage. A successful drogue gun deployment of the chute was made during landing. The J79 engine exceeded EGT limits on this flight. The aircraft will be out of commission for two weeks while the engine is rebuilt and the minimum fuel flow modification is installed.

3. The following modifications have been installed on aircraft S/N 56-0756 during the reporting period:

a. A variable null capability on the angle of attack bar in the all attitude indicator.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
1 Oct 64	FTTEE-1/41911	CLENDON L. HENDRICKSON

AFFTC FORM 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

SCHEDULE CODES

1. The following codes will be used in completing the schedule portions of Item 8.

CODE	DEFINITION
B	Planned beneficial occupancy date of a facility required to conduct or support a test.
C	Planned completion date of test and/or test support effort.
D	Accepted delay in previously established test or test support schedule.
E	Date item for test must be available for installation, erection, or checkout.
F	Forecast delay in a previously established test or support operating schedule.
J	Date a critical test support item is required for installation, test integration, erection, or checkout.
M	Any other *(miscellaneous)* critical milestones to be achieved during operations but not defined by these schedule codes.
O	Planned operational or operational readiness target date for a tested article. *(This code to apply only to planned operational dates after testing.)*
R	Technical documentary and/or test report due date; this includes any kind of report required to complete or terminate test activity.
S	Start of preparatory work for test or test support. If preparation and test commence in same period, use Code T rather than S.
T	Period in which test is scheduled to start *(Code S)* and be completed *(Code C)* will be coded with filler Code X, except for the following: a. Numbers 1 through 9 will be used as a substitute for T or X to identify the number of track runs, tunnel and/or chamber tests, etc., scheduled for critical test facilities in each period the facilities are to be used. b. Numbers 1 through 9 will be used *(where applicable)* as a substitute for T or X to identify the number of critical first flights, firings, etc., in each period. c. Where the number of track runs, tunnel and/or chamber tests, critical first flights, and firings exceed nine in any given period, the code symbol X will be used for that period *(instead of T)*.
X	Work in process. This is a filler code to identify periods where physical work is scheduled to be in progress. This code symbol is to be inserted in all schedule periods *(columns)* between start and completion symbols where no other milestone symbol appears. It will also be used to identify the schedule for all "continuity type" test support, secondary mission and/or mission support work assigned to AFSC operating centers and activities which can be identified as an entity or work unit requiring the direct application of physical resources.

2. One of the following symbols will be used, when applicable, in the CHANGE CODE portion of Item 8:

1	This code must be used to identify new work or schedule requirements.
J	This code must be used to identify revisions to previously established schedule data.