N. Spivak

# INTERNAL LETTER

North American Aviation, Inc.

Date: 15 OCTOBER 1965

TO Address: TELEPHONE & TELETYPE OFFICE DEPT. 45

FROM Address: CORRESPONDENCE CONTROL DEPT. 098, BLDG. 2 LA

Phone: 3581

Subject: CONFERENCE WIRE

JACK MC GUIRE
DAYTON, OHIO

TOM MACKIN
WASHINGTON, D.C.

H. H. SHOWS
SACRAMENTA, CALIF.

MEL WHITTAKER
OMAHA, NEBRASKA

JOHN ALLEN
HAMPTON, VIRGINIA

M. MURRAY
HUNTSVILLE, ALABAMA

F. W. SCHMITT, D/885
GENERAL OFFICES

D. G. SOERGEL, D/881
GENERAL OFFICES

WIRE_____. JACK MC GUIRE - PLEASE TRANSMIT THE FOLLOWING INFORMATION TO COLONEL G. GIBSON OF THE B-70 SPO.

THE FOLLOWING INFORMATION IS SUBMITTED CONCERNING THE SEVENTEENTH FLIGHT OF XB-70A NUMBER 1.

| | |
|---|---|
| A/V TYPE - XB-70A | A/V S/N 62-001 |
| FLIGHT NO. 1-17 | DATE 10-14-65 |
| PILOT - WHITE | COPILOT - COTTON |
| TAKE OFF FROM EAFB | LAND AT EAFB |
| TAKE OFF TIME 0906 | LANDING TIME 1053 |

TOTAL FLIGHT TIME 1 HR. 47 MIN.

I. GENERAL SUMMARY

FLIGHT #17 CONDUCTED THURSDAY, 14 OCTOBER MARKED A MAJOR MILESTONE IN THE XB-70 PROGRAM; THE ATTAINMENT OF THE XB-70 DESIGN GOALS OF MACH 3.0 AND A ALTITUDE OF 70,000 FEET WERE SUCCESSFULLY ACCOMPLISHED ON THE FIRST FLIGHT ATTEMPTING THIS SPEED AND ALTITUDE.

THE FLIGHT DURATION WAS 1 HOUR 47 MINUTES OF WHICH 70 MINUTES WERE AT SUSTAINED SUPERSONIC SPEEDS. SUSTAINED SPEEDS OF MACH 2.0 OR HIGHER WERE MAINTAINED FOR 46 MINUTES OF WHICH 24 MINUTES WERE AT MACH 2.5 OR HIGHER. THE FLIGHT MAXIMUMS OBSERVED WERE MACH 3.0 WHICH WAS MAINTAINED FOR APPROXIMATELY 2 MINUTES, 70,000 FEET ALTITUDE, ~~533~~ 600°F TOTAL TEMPERATURE AND 590 KIAS.

THE PRIMARY OBJECTIVE OF THIS FLIGHT WAS TO OBTAIN AIR VEHICLE PERFORMANCE DATA AT MACH 3.0. AIR VEHICLE PERFORMANCE DATA WAS OBTAINED DURING ACCELERATION FROM .95 MN THROUGH 1.0 MN AT 32,000 FEET ALTITUDE AND DURING ACCELERATION AND CLIMB FROM MACH 2.7 TO MACH 3.0 AND 70,000 FEET. FOLLOWING DECELERATION SPEED POWER DATA WAS OBTAINED AT MACH 0.9 AND 34,000 FEET. THE ANALOG AND DIGITAL RECORDING SYSTEM FUNCTIONED PERFECTLY THROUGHOUT THE FLIGHT AND 71 MINUTES OF DATA WAS RECORDED.

ALL AIR VEHICLE SYSTEMS OPERATED EXTREMILY WELL THROUGHOUT THE FLIGHT EXCEPT FOR THE LH UNSTART LIGHT COMING ON INTERMITTENTLY FOR NO APPARENT CAUSE. FOLLOWING THE MACH 3.0 PERFORMANCE RUN THE CHASE AIRCRAFT REJOINED THE XB-70 ON THE RETURN TO BASE AND UPON A VISUAL INSPECTION REPORTED A SMALL PIECE OF SKIN MISSING FROM THE LH WING LEADING EDGE. INSPECTION OF THE A/V FOLLOWING THE FLIGHT CONFIRMED THE REPORTED LOSS OF SKIN AND DETERMINED THE LOSS AS THE HONEYCOMB PANEL OUTER FACE SHEET BETWEEN THE LH WING LEADING EDGE STATIONS 354 TO 477.

SEVERAL SMALL DINGS AND DENTS WERE NOTED ON THE FUSELAGE STRUCTURE AT STA. 1456 AND 4 SMALL CUTS WERE LOCATED ON THE LOWER LH WING TIP SURFACE, PRESUMED TO HAVE BEEN CAUSED BY THE LEADING EDGE SKIN LOSS.

~~THE NOSE GEAR DOOR SAGGED OPEN DURING THE TAXI IN FOLLOWING THE FLIGHT. INSPECTION REVEALED THE CAUSE AS A BROKEN DOOR UPLOCK HOOK.~~

THE AIR VEHICLE WAS FUELED FOLLOWING THE FLIGHT FOR THE PURPOSE OF LEAK CHECKING THE FUEL TANKS. A FUEL LEAK IN TANK #1 HAS NECESSITATED DEFUELING THE AIR VEHICLE AND AIR WASHING TANK #1 TO PERMIT REPAIR ACTION.

## II. AIR VEHICLE CONFIGURATION

AIR VEHICLE CONFIGURATION CHANGES MADE SINCE FLIGHT #16 INCLUDE:

1. MODIFIED BRAKE COMPUTER TO RENDER SLIP COMPUTER INOPERATIVE BELOW 10 KNOTS TO IMPROVE LOW SPEED BRAKING CHARACTERISTICS.
2. INSTALLED LOW POROSITY 3 CHUTE DRAG CHUTE CONFIGURATION.
3. REPLACED 10-25 MICRON BYPASS TYPE NOSE GEAR STEERING SERVO FILTER WITH 2-10 MICRON NON BYPASS TYPE FILTER TO PREVENT CONTAMINATION FROM ENTERING SERVO VALVE.

MISCELLANEOUS CHANGES AND/OR REWORK SINCE FLIGHT #16 INCLUDES:

1. REPAIRED RH AND LH INLET DUCT STRUCTURE
2. REPAIRED FUEL LEAKS IN TANKS #1, 2, 3 AND 4
3. REPLACED #6 $U_2$ AND #1 $P_1$ HYDRAULIC PUMPS
4. REPLACED #1 ADS GEARBOX

III. TESTS PERFORMED

1. GROUND TIME HISTORY - SURFACE CONTROL FULL THROWS
2. GROUND MILITARY POWER ENGINE RUN
3. TAKE OFF TIME HISTORY
4. TIME HISTORY 32K - ACCELERATION FROM APPROX. .95 MN THRU 1.0 MN.
5. TIME HISTORY ACCELERATION AND CLIMB FROM APPROX 2.77 MN TO 3.0 MN AND 70K AND DECELERATION TO 400 KIAS AT 70K
6. TIME HISTORY - SPEED POWER AT .9 MN AND 34K - WING TIPS AT 1/2
7. TIME HISTORY - LANDING
8. GROUND DATA - THROATS AT 2.4 AND FULL OPEN
9. GROUND TIME HISTORY - SURFACE CONTROL FULL THROWS

IV. TESTS SCHEDULED, BUT NOT PERFORMED

NONE

V. SYSTEM OPERATION

EXCEPT FOR MALFUNCTION LISTED BELOW AND MINOR PILOT SQUAWKS, ALL SYSTEMS PERFORMED EXTREMELY WELL.

1. LH UNSTART LIGHT CAME ON SEVERAL TIMES WITH NO APPARENT CAUSE
2. A SECTION OF FACE SHEET APPROX 18 INCHES BY 10 FT. WAS MISSING FROM THE LH LOWER WING LEADING EDGE
3. THE NOSE GEAR DOOR UP LOCK ACTUATING CYLINDER SUPPORT FITTING WAS BROKEN - THE DOOR SAGGED OPEN DURING TAXI IN FROM FLIGHT

4. THE FLAP PRESSURE CAUTION LIGHT CAME ON CONTINUOUSLY WHEN THE FLAPS WERE RAISED AFTER LANDING

NORTH AMERICAN AVIATION, INC.
LOS ANGELES DIVISION

Roy Ferren

ROY FERREN, MANAGER
FLIGHT TEST

RWF:WLS:dm

BEIRNE LAY, JR.
361 NORTH BOWLING GREEN WAY
LOS ANGELES, CALIFORNIA 90049

5-3-66

## OWED TO WHITE

A B-70 jock named Al White,
With a gift for the reflex that's right,
Faced a gruesome ordeal -
A jammed-up nosewheel.
His dilemma? How to get a green light?

Al's right arm in the cockpit, Joe Cotton,
Sensing something in Denmark was rotten,
Sought first-aid for the ship
With a bent paper clip.
What came next will not soon be forgotten.

The need was to find the right switch.
Helped by Spivak, they soon struck it rich.
Advised of the circuit,
And how he should work it,
Cotton shorted the son of a bitch.

Abandon the B-70? Not White.
He and Joe were in love with the kite.
With one chance in a million
For Atwood's half-billion:
The boys got the Bird down upright.

Beirne

XB-70

**Young James Civ AFFTC/HO**

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**From:** Puffer Ray Civ AFFTC/HO
**Sent:** Tuesday, August 30, 2005 11:00 AM
**To:** *Johnson, Freida; *Luther, Craig; *Nelson, Doug; *Smith, Stephanie; *Young, James
**Subject:** More Insights from Gen Ascani

FYI. Interesting.

-----Original Message-----
**From:** Hutchison Sheryl L LtCol 1 FW F/A-22IO [mailto:Sheryl.Hutchison@langley.af.mil]
**Sent:** Tuesday, August 30, 2005 10:28 AM
**To:** Puffer Ray Civ AFFTC/HO
**Subject:** FW: What's Up?

Hi Ray,
Had an interesting discussion with MGen Ascani. Copy below.
FYI.
Sheryl

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**From:** Fjascani@aol.com [mailto:Fjascani@aol.com]
**Sent:** Tuesday, August 30, 2005 1:17 PM
**To:** Hutchison Sheryl L LtCol 1 FW F/A-22IO
**Subject:** Re: What's Up?

**Let's see if I can answer your questions in sequence.**
**No, Edwards was never considered (nor was any other bomber pilot) for the X-1 program.** XB-70
**In Edwards day, it is true we did not participate in the contractor's test flying. For the first time in the history of flight testing, I convinced North American that my selected pilot, Joe Cotton, would be the copilot from the first flight on. And he was.**
**I have no doubt in my mind that fraternizing with the contractor test pilots would have had absolutely no bearing on Edwards' fatal accident. He went to the same test pilot school I did, and we learned very early, one must play around with aft CGs (center of gravity's) very, very cautiously. They had a flight engineer as well who should have been watching the shift in CG very carefully. They (Glen and Danny) might have benefited by reading how closely the contractor pilots came to that aft CG. Don't know if they did.**
**I did not stall the YB-49, and Cardenas hasn't either. One does not stall a flying wing, period.**
**You have raised an extremely interesting question. I don't know why the base wasn't named after both pilots! Never thought about that. I believe there is a Forbes Street at Edwards, but the base name? Don't know.**
**Now the question of who was in command. I personally, as Chief of the Bomber Section, appointed Glen Edwards as the principle pilot and project officer. There were no co-project officers. A pilot waited and sweat out his tour with my section to be named as a project pilot of a new aircraft. That is why they were test pilots. Some never made it because there were not enough new test programs coming along. A guy who was selected was the envy of all the other pilots. There were several test pilots in the Fighter Test branch who resented Yeager getting the call. But as the French say, C'est la vie!**
**Take care. Looking forward to seeing you.**

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Hi General,
Was reading Glen Edwards' diary last night and the author said the last letter Edwards wrote prior to that fateful sortie on Saturday morning was addressed to Ken Chilstrom. Was Edwards the #2 guy behind Yeager for the X-1 sound barrier sortie? Interesting theories in the book, the author believes the USAF didn't encourage having their test pilots use the option of getting company familiarizing training with contractor pilots. Said if that had happened, Edwards and Danny Forbes would have been better able to react to the YB-49 unusual stall characteristics. Did you ever stall the YB-49, Sir? Why didn't the base get named Forbes-Edwards AFB? Forbes was really the pilot in command, even tho Edwards was the program lead. I've marked the pages that talk about you, will bring the book up on the 16th, Sir. Also mailed you a letter yesterday. Take care!
V/R
Sheryl

B-70 file

Delivered by Colonel Joe Cotton at the AVPA breakfast on 29 November 1966

In reference to the XB-70 program now continuing at Edwards Flight Test Center, we are in a state of paralysis through analysis. The sonic booms that you hear daily are typical American sounds. They are nothing new, but represent sign posts along the development road which indicate the position of the state-of-the-art. We are not out to frighten or to damage - we care a great deal about the feelings of people and we are hard at work in the program in testing for overpressures.

The XB-70 has always been the "Model T" of the SST and when we consider that the SST will actually be approximately 126 feet longer than the XB-70, then we get a little bit of an idea size wise as to what it will take to fly grandmother and the children to Honolulu in the future.

What are we really generating with the XB-70 program today sonic boom wise? We are actually on each flight programmed for two passes over the Edwards course and sonic boom instrumented houses at Mach 2.5, 60,000 feet and Mach 1.5 at 37,000 feet. Most of our flights last about two hours. Other than supporting the National Sonic Boom Program the actual future of the XB-70 is uncertain. I am certain, however, that we will have a follow-on program.

Our business at Edwards is of an unpredictable nature. Trouble is our business. Problems are our most important product. Those of us associated with the B-70 program today are proud of our scars. We need something better than good for the SST of tomorrow. Since June 8 and the B-70 accident, many people have asked me do I think the B-70 will come back. May I say to you the B-70 does not have to come back - she has never been defeated. Like a winning prize fighter, she has never been beaten and those of us that fly here feel privileged to live in the tomorrow.

Now you may ask me if we have problems and I would say if you care to come to Edwards I can show you some of our runny noses and our cancerous problems. The medical world, I may remind you, after years of research and millions of dollars spent still searches for a cure to cancer. We at Edwards are there to cure and we keep trying to solve our deficiencies.

Each time I fly I cross Death Valley and I am inspired to see the desert wastes below. Death Valley reminds me of our forefathers, the pioneers, who utilized the covered wagon in their movements from east to west. During these movements, they crossed Death Valley. Today we are crossing Death Valley to develop the west in aviation. In their crossing of the Valley our forefathers, the pioneers, combated heat. We also today in our supersonic flying combat heat. Heat is our enemy.

To fly at Mach 3 the outside surfaces absorb and register temperatures in and around 600°F. You ask me how it feels. I answer that when I am climbing and the airspeed indicator gets up to around 2.8 Mach, my eyes get big as mushmelons because I know that heat is waiting. Heat soaks in and when you expose your surface for any length of time, then heat soaks into the controls, switches, and other important parts of the aircraft. So, like Death Valley to the pioneers of yesterday, our enemy today is heat in supersonic flight. We must do our homework well enough to enable those of you who ride in the future to cruise in an air-conditioned environment.

Like the pioneers before us who lost wagons, we ~~already~~ ALSO lost a wagon and two good friends, but like our forefathers we will press on. We have much to be thankful for. Specifically, for myself, it is enough to see this Valley - the way that it grows and the way that my family grows - and I am thankful to be here.

Flight Propulsion Division
GENERAL ELECTRIC COMPANY
Cincinnati, Ohio 45215
Product Information
513-761-4100 Ext. 3149/3434

The six General Electric J93 turbojet engines which powered the North American Aviation XB-70 during its first flight, will produce power at the cruising speed of the aircraft equal to one thousand 200-horsepower automobiles. These six engines, each rated in the 30,000-pound thrust class, are designed to cruise the XB-70 at a speed of 2,000 miles per hour and at altitudes above 70,000 feet.

The YJ93 was designed and developed at General Electric's Flight Propulsion Division plant near Cincinnati, Ohio under Air Force contract. The design of the J93 is made possible by several technological breakthroughs combined with the proven design features of G-E's J79 engine, which powers five of the nation's most advanced operational Mach 2 aircraft.

The YJ93 engine has been tested for 5,000 hours at both sea level and simulated altitude operating conditions. Seven hundred of these hours were at conditions above Mach 2. Final checkout testing of the engine prior to the flight test was done at the General Electric Flight Test Operation at Edwards Air Force Base, California.

GENERAL DYNAMICS
*Fort Worth Division*
*P. O. Box 428, Edwards, California 93523 • 805-277-1110*

30 December 1968

Mr. Sam Ponton
North American Rockwell Corporation
P. O. Box 38
Edwards, California 93523

Dear Sam,

Perhaps it is an unusual thing to wax emotional about something like an airplane, particularly one belonging to a competitor, but in this particular case it seems appropriate.

Many years ago I found a small bird that had fallen from a nest and my children and I raised it to maturity. As it grew we became extremely fond of the bird and it was soon an accepted part of our family life. After it was grown and our purpose of raising it was completed we set it free. As it flew away we were proud of our accomplishment but very sad to see our bird leave us. So it is with the B-70, our purposes have been fulfilled and the bird will now be free to serve others at the Air Museum.

Disregarding the scientific date gathering accomplishments of the B-70, I feel that it served an aesthetic, morale boosting and pride in accomplishment purpose. It was a star to which the average man could attach himself. It was a thing of graceful beauty that was satisfying to watch. As a master's painting it was a monument to man's dreams and skills.

It was my privilege to have seen the B-70 before it flew and then to watch many of its flights. As an added privilege I knew its pilots and had a very personal interest in its accomplishments. Vicariously, I shared in its successes and its tragedies.

To have a love affair with an airplane is not a normal thing but I feel that everyone in the Antelope Valley, most Californians and many others throughout our Nation had that experience with the B-70. It seems fitting and appropriate as we watch it fly away that we know the life of the B-70 is not ended, only that one phase of her purpose is completed and that a new one is just beginning.

Good luck on your ferry flight and make them give the old bird a place of protection and prominence at the museum.

Sincerely,

Grover "Ted" Tate

GCT:js

c.c. W. T. Holmes

North American Aviation, Inc

P.O. Box 738 Parrish, Florida 34219 Tele: Nonpublished

Commanding General
Air Force Flight Test Center
Edwards Air Force Base
Edwards, California 93523

Dear General,

The attached documents are provided for informational purposes; Mr. Keene died on Oct 30, 1993 and was buried with family honors as he requested. At this time I, Barry Lamar Keene his son ~~and~~ am getting proper authorization from National Security Agency to utilise Intellectual Property of North American Aviation, Inc. and reaffirm support for N.a.s.a. space missions.

This is a long and legal process but one which has far greater consequences than the U.S. Air Force realises. North American Aviation, Inc. has in no way released its rights to achievement of the Apollo Space Program. The matter is under investigation by National Security Council. I was a very young witness to the XB-70 program and am still a part of it, though the Valkyrie is mothballed. there are still elements of the program which are vital to the National Defense and the interests of the Space program.

B. Keene
Pegasus Division
North American Aviation Corp.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, AIR FORCE FLIGHT TEST CENTER (AFSC)
EDWARDS AIR FORCE BASE, CALIF. 93523

REPLY TO ATTN OF: FTU

SUBJECT: Favorable Communication 14 January 1966

TO: TSgt Grady Keene, AF44006342 (FTUF)

My heartiest congratulations on the sustained outstanding performance which has prompted these highly laudatory comments from the Vice President of North American Aviation and the Commander of the Air Force Flight Test Center.

Wayne W. McIntosh

WAYNE W. McINTOSH
Colonel, USAF
Deputy for Maintenance

2 Atch
1 - Ltr fm NAA, 12 Nov 65
2 - Ltr fm AFFTC (FTG), 11 Jan 66

North American Aviation, Inc. Los Angeles Division

• INTERNATIONAL AIRPORT, LOS ANGELES 9, CALIFORNIA
• TELEPHONE: AREA CODE 213 — ORchard 0-9151

IN REPLY REFER TO:

November 12, 1965

Major General Irving L. Branch
Commander, AFFTC (FTG)
Edwards Air Force Base
Edwards, California 93523

Dear General Branch:

The success story of the two XB-70 air vehicles over the first year of flight testing is well known, thanks in great measure to the spirit of understanding and cooperation exhibited by all the Air Force Flight Test Center personnel who are assigned to support the project. There is one particular group of dedicated individuals who, in the opinion of all North American personnel assigned to Edwards, deserve special recognition for continuous outstanding performance in support of this important program. I refer to the crew assigned to the TB-58, USAF No. 55-662.

In addition to supporting B-70 pilot proficiency flights without delays, these men have without exception made the TB-58 ready for its vital role as primary XB-70 chase for every flight of both airplanes for more than one year. This is a truly remarkable achievement and it has been of the utmost importance to the XB-70 flight test program. On numerous occasions this crew has worked around the clock and through many weekends with a spirit of dedication which does the AFFTC and the U.S. Air Force much credit.

I wish to particularly recognize T/Sgt Robert Williams, T/Sgt Grady Keene, S/Sgt Gabriel Braddy, A/1C Gordon Stanley, A/2C Richard Danielson, and A/2C Howard Elston who have been the backbone of this fine group of men.

North American Aviation would be pleased to participate in commending the crew in any way you consider appropriate.

Sincerely,

G. Stroh, Vice President
and General Manager
B-70 Division

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, AIR FORCE FLIGHT TEST CENTER (AFSC)
EDWARDS AIR FORCE BASE, CALIF. 93523

OFFICE OF
THE COMMANDER

11 January 1966

SUBJECT: Favorable Communication

TO: Colonel W. W. McIntosh (FTU)

1. The two XB-70s are now in their fifteenth month of an extremely valuable and successful flight test program. In spite of some major problems and in-flight emergencies the aircraft have emerged from this initial trial period without an accident. Progress in such unique and pioneering programs can be, and sometimes is, scarred by serious accident or loss of a test article. The absence of such an experience in the XB-70 program is just cause for recognition and pride on the part of all our people.

2. I am aware that a great measure of this success can be credited to the availability and use of TB-58 No. 55-662. The very essential delta wing high speed flight proficiency for the four XB-70 pilots has been maintained at a high level in this airplane. Its unfailing presence for the important role as long range chase has been a tremendous asset to the pilots and mission controller alike. From this airborne command post XB-70 pilots have been able to provide visual reports, verbal assurance, and comforting support to the XB-70 crew and control room during periods of concern and imminent danger.

3. On 29 November 1965, the TB-58 was delivered to Kelly Air Force Base for depot maintenance; to that day, it had chased the XB-70s on every one of their thirty-two flights. This achievement was made possible by the same wonderful attitude, determination, and work that developed the West and made possible places like Edwards AFB.

4. Such an accomplishment required the finest in management, support, and labor. XB-70 Project Pilots, Colonel Joe Cotton and Lt Colonel Fitz Fulton, have expressed to me their complete satisfaction and appreciation for the continual and timely availability of this extremely important support airplane. They have informed me of the many and frequent overtime hours spent, and unusual support approach and perseverance often required to meet the XB-70 pilot training needs and chase missions. Their favorite story concerns the day when an unexpected engine problem was solved and final servicing and last minute preflight inspection was completed as the B-58 pilots strapped in after the XB-70 started to taxi for flight. This was the closest No. 662 ever came to not making it on time, but as usual the team came through and the "Hustler" took to the air just three minutes before brake release of "The Big White One." Around the clock effort on the part of a devoted crew had made this possible.

5. The attached letter from North American Aviation, Inc., expresses their recognition and appreciation for your support. Special recognition is given to the following members of the maintenance crew:

TSgt Robert Williams, AF18439951
TSgt Grady Keene, AF44006342
SSgt Gabriel Braddy, AF17394039
A1C Gordon Stanley, AF19671949
A2C Richard K. Danielson, AF17636851
A2C Howard Elston, AF19733278

It is a special and distinct pleasure to commend you, your organization, and especially these crewman for the exceptional support provided the XB-70 test program.

RAY VANDIVER
Colonel, USAF
Commander

1 Atch
NAA Ltr, 12 Nov 65

XB-70 file

## Young James Civ AFFTC/HO

**From:** Cornelisse Diana G Civ ASC/HO [Diana.Cornelisse@wpafb.af.mil]

**Sent:** Friday, February 04, 2005 6:59 AM

**To:** Cornelisse Diana G Civ ASC/HO; Young James Civ AFFTC/HO

**Cc:** Luther Craig W Civ AFFTC/HO; Johnson Freida J Civ AFFTC/HO; Nelson Doug Civ 95 ABW/MU

**Subject:** RE: XB-70 Document List

Bruce Hess pulled this from our database. It isn't complete. I think the inventory only picked up major documents. A couple years ago we hauled over 300 boxes of documents out of Bill Lamar's house and he had a lot of B-70 material, as well as X-20 and X-29. Someone could write a nice history using these files, but it probably won't be ASC/HO since by October the office will consist of one burnt out historian and an archivist with a bad attitude. Diana

# XB-70 Search query

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 1035 | UNCLASS | SPECIAL COLLECTIONS | LAMAR FILES: FLIGHT DYNAMICS LAB |

**Subject**

AFFDL letter objectives of XB-70 flight research programs 1966;

| Box # | Classificatiou | Primary Collections | Title |
|---|---|---|---|
| 1049 | UNCLASS | SPECIAL COLLECTIONS | LAMAR FILES: FLIGHT DYNAMICS LAB |

**Subject**

Boeing report XB-70 minuteman mating; McDonnell Douglas report low cost orbital transportation 1968; NASA folder space missions and associated reusable vehicle concepts, rlv-70 reusable launch vehicle report 1966;

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 1221 | | SPECIAL COLLECTIONS | FLIGHT TEST SAFETY WORKSHOP |

**Subject**

FLIGHT TEST SAFETY WORKSHOP, AF MUSEUM 8 MAY 03
TAPE 1
B-2 FIRST FLIGHT, RICH COUCH
XB-70 FIRST FLIGHT JOE COTTON

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 2132 | SRD | ORGANIZATION | PROJECTS |

**Subject**

WADC projects by system/task designations in folders, SR 197 penetration aids for manned bomber [B-70]

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3236 | SRD | SYSTEMS | B-70 |

**Subject**

See box 3113 for cross reference The development of armament subsystems for the B-70, ARDC historical publications series 60-50-1; Technical publications requirements plan B-70 prototype contract AF33(600) 42058; J93-MJ248A Design Study J93 Turbojet; Development of aerodynamically compensated pitot-static tubes for use n the XB-70; XB-70A system package program 1963 revision; XB-70A system package program 1964 revision; Boeing History weapon system 110A ( supersonic intercontinental bomber prototype) 1957; Folder on B-70 flight safety review Aug 66

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3237 | SRD | SYSTEMS | B-70 |

**Subject**

B-70 Program plan 1958; B-70 monthly status report 1961; Abstract of XB-70 design features [bad copy quality]; Delegation of authority Nov 1961; North American NA5 specification procurement status report 1962; 1964 B-70 Press kit

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3238 | SRD | SYSTEMS | B-70 EARLY HISTORY |

**Subject**

The B-70 Story (to Summer 1959) Vols 1-3

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3239 | SRD | SYSTEMS | B-70 EARLY HISTORY |

**Subject**

The B-70 Story (to Summer 1959) Vols 4-5

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3240 | SRD | SYSTEMS | B-70 |

**Subject**

The development of armament subsystems for the B-70 Vol 2; Abbreviated B-70 weapon system development plan 1959; XB-70 Design features; XB-70 status report 1963

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3241 | SYSTEMS | B-70 | |

**Subject**

Folder, B-70 press releases; Folder, USAF/NASA agreements for joint XB-70 flight research 1967; North American Aviation B-70 major subcontractor biweekly newsletter 1961; XB-70 Laboratory for progress SAF program review Sep 1965; Development Plan for the joint AF/NASA XB-70 research program 1966; SR-197, penetration aids for the B-70 manned bomber 1960; XB-70 System package program 1964 & 1965; B-70 Monthly status reports Jul-Aug, Oct-Dec 1961, Jan-May 1962

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3242 | SECRET | SYSTEMS | B-70 |

**Subject**

Folder, B-70 armament subsystems, advance copy, Gary Baden WADD/HO 1960; SAB memo report on XB-70 lift to drag ratio 1962; Folder, Periodic reports various sources 1961-62; XB-70 System Package Program 1962; System program Management Survey XB-70 Mar 1962;

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3243 | SRD | SYSTEMS | B-70 |

**Subject**

North American Aviation Documents: B-70 Air Survival Improvement active defense feasibility study; B-70 Air survival improvement interim report AF33(600)-38669; B-70 Technical Development status Vols 1-2 Dec 1959; B-70 Executive management Review Nov 61; B-70 Configuration History; B-70 Executive Council meeting Feb 62;

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3244 | SRD | SYSTEMS | B-70 |

**Subject**

B-70 Introduction package; Folder, working copy B-70 history; Folder, Historical report B-70 office 1963; Folder, Management summaries; Folder, XB-70 program, Congressional report 1960; B-70 Engineering office realignment plan 1963; ARDC History "The B-70 Story (the evolution of weapon system 110A) vol 2, vol 1 did not contain B-70 information; Weapon system 110A Piloted intercontinental strategic bomber 1958

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 3245 | SRD | SYSTEMS | B-70 |

**Subject**

B-70 System Package Program (partial) 1960; Aug 1962; Oct 1963; North American Aviation B-70 Description and Status 1959; B-70 Technology applicable to the supersonic transport 1962; JE J93-5 engine performance summary 1958; Folder, North American Aviation files, e.g. purchase request, engineering work authority; B-70 Technical team operating procedures 1959; Speeches by Gen Ascani on B-70.

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 5843 | SRD | SAC CHARTS | BOMBER |

**Subject**

Folder, SYSTEM 110A; Folder,XB-70; Folder, XB-70 #1&2; Folder, XB-70 #3; Folder, XB-70A Air Vehicle #1; Folder, XB-70A Vehicles 1&2; Folder, XB-70 Air Veh #2; Folder, XB-70A #3; Folder, XB-70B #3; Folder, yB-70; Folder, B-70

| Box # | Classification | Primary Collections | Title |
|---|---|---|---|
| 5863 | SRD | SAC CHARTS | |

**Subject**

Stapled Characteristics Summary Basic Mission documents [1960] for: B-70