NNNN

CZCBFA855ZCQQD626

PP RJWZBF

DE RJEZHQ 1216

ZNR

P M 192203Z

FM HQ USAF WASH DC

TO RJWXBR/SAC

INFO RJEZFF/AFSC ANDREWS AFB MD

RJEDSQ/ASD WPAFB OHIO

RJWZNF/AFPR NORTH AMERICAN AVIAT ENGLEWOOD CALIF

RJWZBF/AFFTC EDWARDS AX CALIF

BT

UNCLAS AFODC 99235

SAC FOR DOT, AFSC FOR SCMOO, ASD FOR ASV, AFFTC FOR FTGB. SUBJ: TB-58 FLIGHT TRAINING FOR XB-70 TEST PILOTS. REF SAC DOT 49996, 25 MAY AND AFSC SCMOO-2 29-5-77, 29 MAY 62. MSG IN TWO PARTS. PART I. IT HAS BEEN DIRECTED THAT B-70 TEST PILOTS HAVE PREVIOUS B-58 EXPERIENCE. THIS HEADQUARTERS CONSIDERS IT ESSENTIAL THAT INITIAL PORTION OF B-58 CHECK-OUT FOR XB-70 TEST PILOTS BE CONDUCTED UNDER HIGHLY QUALIFIED SUPERVISION. CRITICAL STATUS OF SORTIE AVILABILITY AT B-58 CCTS IS RECOGNIZED. PART II. DESIRE SAC PROVIDE A MINIMUM OF TWO TB-58 SORTIES EACH TO SB-70 TEST PILOTS

PAGE TWO RJEZHQ 1216

WHITE AND SHEPPARD CURRENTLY ATTENDING B-58 GROUND SCHOOL, CARSWELL AFB, CCTS CLASS 62-8. FLIGHTS TOBE CONDUCTED IN CONJUNCTION WITH CURRENT COURSE OF INSTRUCTION.

BT

19/2207Z JUN RJEZHQO

AFB CALIF

RUEAFF/AFSC ANDREWS AFB MD

BT

UNCLAS ASVT-25-6-03. AFFTC FOR FTOOA, FTGB; AFSC FOR SCMOA, SCMMM-1. REFERENCE FTOOA-13-6-10-E. SUBJECT: XB-70 AIRCREW TRAINING VEHICLE.; THIS MESSAGE TWO PARTS: PART I - THE ASSIGNMENT OF A PRODUCTION B-58 AS A PILOT TRAINING VEHICLE IS NOT CONSIDERED IN THE BEST INTEREST OF THE AIR FORCE IF THE XB-70 PILOT TRAINING REQUIREMENT CAN BE OTHERWISE SATISFIED. A REVIEW OF THE B-58 TEST AIRCRAFT HAS REVEALED THAT 55-666 (PRODUCTION NR. 7) IS THE ONLY YB-58 AVAILABLE TO THE XB-70 PROGRAM. THIS AIRCRAFT HAS PRODUCTION ENGINES INSTALLED AND COMPARED TO THE OTHER TEST VEHICLES HAS A MINIMUM OF NON-STANDARD COMPONENTS. SPARES SUPPORT OF THESE

PAGE TWO RJEDSQ 22J

PROTOTYPE SYSTEMS CAN BE AUGMENTED BY COMPONENTS REMOVED FROM OTHER YB-58'S AS THEY ARE CONVERTED TO THE TB CONFIGURATION. THE AIRCRAFT IS HEAVILY INSTRUMENTED, HOWEVER, THERE IS NO REQUIREMENT TO MAINTAIN THIS INSTRUMENTATION DURING THE TRAINING OF XB-70 PILOTS, THEREFORE THE PLANNED EIGHT SORTIES PER MONTH DOES NOT APPEAR UNREALISTIC. ADDITIONAL SOME SORTIES FROM THE B-58 MULTIPLE WEAPONS CATEGORY II TEST TO BE CONDUCTED FROM OCT 62 TO MAY 63 COULD BE FLOWN BY THE AIR FORCE XB-70 PILOTS TO MEET THE SORTIE REQUIREMENT. PART II-FOR AFSC. IT IS STRONGLY RECOMOLNDED THAT: (1) YB-58 55-666 BE ASSIGNED TO AFFTC UPON COMPLETION OF PRESENT TESTS 1 SEP 62) FOR TRANSITION AND PROFICIENCY TRAINING OF THE XB-70 PILOTS. (2) ALL PECULIAR SPARES FOR THE YB-58 AIRCRAFT BE POOLED AT AFFTC. (3) AFFTC MAINTENANCE CAPABILITY BE AUGMENTED AS NECESSARY. (4) THREE TB-58 AIRCRAFT BE ASSIGNED TO AFFTC FOR USE AS XB-70 CHASE AND PILOT PROFICIENCY VEHICLES WITH THE FIRST DELIVERED TO AFFTC IN APRIL 1963 OR AS SOON THEREAFTER AS POSSIBLE. ADDITIONAL TB-58 TO FOLLOW AT EARLIEST POSSIBLE DATES.

GNNN

CZCBFA152ZCJWD349

RR RJWZBF

ZNR ZFK-1

CZCSUB152ZCYJB649

BRXBR RJWFNK RJWFBS RJWZBF RJEZFF RJWFNK

DE RJEDSQ 5M

ZNR

R 131922Z

FM ASD WPAFB

TO RJWZNF/AFPRO NAA INTL APRT LOSA

RJEDSQ/AFPRO GE CO EVENDALE PLANT CIN

RJWXBR/SAC

RJWFNK/SAAMA KELLY AFB TEX

RJWFBS/ATC RANDOLPH AFB TEX

RJWZBF/AFFTC EDWARDS AFB CALIF

RJEZFF/AFSC ANDREWS AFB MD

RJWFNK/OCAMA TINKER AFB OKLA

AF GRNC

BT

UNCLAS ASVT-12-6-81. AFPRO FOR LT COL TATE AND M EZELL, PASS TO NAA FOR G.R. MELLINGER AND J.L. EDDY; AFPRO PASS TO GE, R. GRISMER; SAC FOR DORQA; SAAMA FOR SANBO; ATC FOR ATTAT-B; AFFTC FOR FTMLS, FTFO, FTGB, RWET, FTZY, ASFF; AFSC FOR SCSAS; OCAMA FOR OCNTO. THE XB-70 FLIGHT TEST PLANNING CONFERENCE WILL BE HELD AT NAA INC, LOS ANGELES FACILITY 21JUN62; ~~[illegible]~~ CONVENING AT 0900. AGENDA WILL CONSIST OF THE CONTINUING ACTION ITEMS FROM THE 14 FEB MEETING. A WRITTEN HAND-IN ON AGENDA ITEMS IS REQUESTED FROM THE DESIGNATED ACTION AGENCY. REQUEST THE AFPRO BE ADVISED OF THE NAME AND SECURITY CLEARANCE OF ATTENDEES.

BT

13/1927Z JUN RJEDSQ

B-70

File MGA

DEFERRED X AF

AFFTC, EDWARDS AFB, CALIF

ASD WPAFB, OHIO

AFSC, ANDREWS AFB, MD

UNCLAS/FTOOA-13-6-10-E.

ASD FOR ASVT AND ASFH. AFSC FOR SCMOA-1 AND SCMGM-1. REFERENCE ASVT-1-5-01, ASVT-15-5-05 AND ASVT-29-5-09. SUBJECT XB70 AIRCREW TRAINING VEHICLE. THIS MESSAGE IS Three PARTS AND SUPERCEDES FTOOA-8-5-9-E. PART I. INSPECTION OF B58 55-666 REVEALED ACFT IS HEAVILY INSTRUMENTED, EXTENSIVELY MODIFIED, AND HAS MANY PROTOTYPE SYSTEMS. PRESENT CONFIGURATION OF 666 WOULD PREVENT THE ACHIEVING OF EIGHT SORTIES PER MONTH, STARTING 1 AUG 62 AS REQUIRED FOR THE PILOT TRAINING PROGRAM. STRONGLY RECOMMEND THE ASSIGNMENT OF A PRODUCTION B58 IN ORDER TO ASSURE DESIRED SORTIE RATE. PART II. ALTERNATE PLAN. (a) RETAIN B58 59-2456 UPON COMPLETION OF CURRENT TESTS DURING AUG 62. THIS ACFT SCHEDULED FOR FLARE-UP MODIFICATION DURING AUG 62 OR (b) ASSIGNMENT OF ONE PRESENTLY MODIFIED TB58 (4 IN SAC IN-

13 JUNE 1962

FTOOA/ Olmi

/ABO

1 2

CLAY TIGE, JR.
Colonel, USAF
Deputy Chief of Staff, Plans & Operations

VENTURY) OR (c) XB70 PILOTS OBTAIN B58 FLIGHT TIME IN SAC TB58'S AT CARSWELL OR BUNKER HILL. THE MAJOR OBJECTION OF SENDING PILOTS TDY FOR TRAINING IS THAT IT WOULD TAKE THEM AWAY FROM THE EDWARDS-PALMDALE-LOS ANGELES AREA DURING THE PERIOD WHEN THE B70 SIMULATOR, FINAL ASSEMBLY, PRE-FLIGHT AND ENGINEERING ACTIVITIES ARE AT THEIR HIGHEST. PART III. SUMMARY AND RECOMMENDATIONS. (a) THE ASSIGNMENT OF A PRODUCTION B58 1 AUG 62 FOLLOWED BY (b) THE EARLIEST POSSIBLE ASSIGNMENT OF A TB58 (663 SCHEDULED OUT FEB 63). FOLLOWED BY (c) THE ASSIGNMENT OF THE SECOND TB58 BY MID 1963. AT THAT TIME, THE (AUG 1962) ASSIGNED B58 TO BE RELEASED. IT IS BELIEVED POSSIBLE TO SUPPORT THE XB70 AIRCREW TRAINING AND XB70 TEST AND EVALUATION PROGRAM WITH TWO B/TB58 AIRCRAFT.

NNNNCZCBFA361ZCJQB756

RR RJWZBF

DE RJEZFF 233

ZNR

R 162210Z

FM AFSC ANDREWS AFB MD

TO RJEDSQ/ASD WPAFB

INFO RJWZBF/AFFTC EDWARDS AFB CALIF

BT

UNCLAS SCSST 16-3-12. FOR ASO; FTO & FTF.

THIS HEADQUARTERS DESIRES INFORMATION AND RECOMMENDATIONS AS TO PRESENT AND FUTURE REQUIREMENTS FOR PACER AIRCRAFT THROUGHOUT ANTICIPATED FLIGHT ENVELOPE INCLUDING V/STOL AND B-70 AIRCRAFT. ASD WILL BE THE ACTION AGENCY AND WILL COMBINE AFFTC REQUIREMENTS WITH ASD RESPONSE. INFORMATION DESIRED IN LETTER FORMAT BY WEEK OF 2 APRIL 1962.

BT

16/2235Z MAR RJEZFF

File 10 A

FIRE

AFFTC, EDWARDS AFB, CALIFORNIA

MONTH AND UTILIZE B-47B S/N 50-064 ON B-70/F-108 PROGRAM. FOR

NONSSL, MAJOR KENSLER, AFFTC B-70 PROJECT OFFICER, WILL

WPAFB 14 JULY 59. REQUEST YOUR OFFICE FORWARD ANY ADDITIONAL

JUSTIFICATION YOU MAY HAVE TO RDSTAB, INFO AFFTC.

ROUTINE RDZSSL-7-943-E

AF (2 Jul 59) UNCLAS

AFFTC, EDWARDS AFB, CALIFORNIA

ARDC, ANDREWS AFB, MARYLAND

INFO: RDZS (ARDC) WRIGHT-PATTERSON AFB, OHIO

U N C L A S S I F I E D/FROM FTOOA-13-7-16-E. ATTN: RDSTAB (ARDC), MR. HOFFMAN RDZSSL (DET 1). REFERENCE RDZSSL-7-943-E. CONFERENCE HELD 10 JULY 59 TO FORMULATE AIRCRAFT REQUIREMENTS AND SCHEDULES FOR B70/F-108 ESCAPE SUBSYSTEM PROGRAM. FOLLOWING SCHEDULE PROJECTED. FIVE LOW ALTITUDE FLIGHTS IN C-119G S/N 51-2586 STARTING 21 SEPTEMBER 1959 IN CONJUNCTION WITH CURRENT TEST REQUIREMENTS. NO CONFLICT IN SCHEDULING IS ANTICIPATED AT THIS TIME. HIGH SPEED, HIGH ALTITUDE FLIGHTS WILL BE INITIATED EARLY OCTOBER 59 AND CONTINUE UNTIL FEBRUARY 1960. PRESENT WS117L SCHEDULE, CONSISTING OF TWO MISSIONS PER MONTH FOR NEXT EIGHT MONTHS, PRECLUDES THE JOINT USAGE OF B-47B S/N 50-064 FOR B-70/F-108 REQUIREMENT. REQUEST AFFTC BE ASSIGNED ADDITIONAL A/C. DESIRE OPERATIONAL READY B-47E AIRCRAFT ON OR BEFORE 1 OCTOBER 1959. HOT GUNS NOT REQUIRED. AFFTC DESIRES TO ASSIGN B-47E ON WS117L BECAUSE OF NAVIGATIONAL AND RANGE IMPROVE-

13 JULY 1959

FTOOA

R. M. OLIVER, ARO

31381 1 2

ROGER E. PHELAN, Colonel, USAF
Deputy Chief of Staff, Operations

COPY FOR FTFOB

File 10 MGP

CZCBFA051ZC
RR RJWZBF
ZFD RJWZSU
ZCYBFA045ZCYQB180
RR RJWZBF
DE RJEDSQ 1N
R 022000Z
FM DIR OF SYS MGT WPAFB
TO RJWZBF/AFFTC EDWARDS AFB
RJEZFF/ARDC ANDREWS AFB
BT

FTOP

UNCLAS FROM RDZSSL-7-943-E FOR FTOP AT
AFFTC AND RDST AT ARDC. REFERENCE TELECON BETWEEN
MR C HOFFMAN RDZSSL AND MR R OLIVER FTOOA 29
JUNE 1959. NORTH AMERICAN AVIATION INC REQUIRES THE
USE OF B-47 AIRCRAFT FOR THE ESCAPE SUBSYSTEM TESTING
PROGRAM IN SUPPORT OF B-70/F-108. ASSIGNMENT OF AIRCRAFT
IS REQUIRED IMMEDIATELY TO ENABWE NAA TO DESIGN
REQUIRED MOUNTING FOR THE B-47 BOMBBAY. THE AIRCRAFT
CAN BE UTILIZED ON OTHER PROGRAMS DURING THE DESIGN
PERIOD. THE AURCRAFT MUST BE AVAILABLE FROM 15 SEPT

PAGE TWO RJEDSQ 1N
59 TO 31 JAN 60 AT EITHER THE AFFTC OR EL CENTRO NAS.
THE AFFTC WILL PROVIDE THE CREW AND MAINTAIN THE
AIRCRAFT. NAA WILL FURNISH INSTALL AND OPERATE THE
CAPSULE AND CAPSULE TELEMETRY SYSTEM FOR THE WEIGHTED
SHELL DROPS. FIFTEEN WEIGHTED CAPSULE SHELL DROPS
WILL BE REQUIRED FIVE FROM EACH OF THE FOLLOWING
ALTITUDES 2100 FT AT VARIOUS EAS 15000 FT AT
275 KNOTS EAS AND 40000 FT AT 200 KNOTS EAS. MR
OLIVER INDICATED THAT B-47&.064 NOW AT THE
AFFTC WOULD BE AVAILABLE DURING THE REQUIRED TIME
PERIOD TO SUPPORT THE PROGRAM. THE B-70 WSPO WILL
PROVIDE JUSTIFICATION FOR THE PROGRAM TO HQ ARDC UPON
REQUEST.
BT
02/2157Z JUL RJEDSQ

F-894

File 10 B MGA

OB-727
EA

FTFER/Capt Skinner/38121

XB-70 Escape System Qualification

18 JUN 1962

FTOB

1. Recent changes in the XB-70 escape system qualification test, coupled with recent failures of the system leaves serious doubts in the Directorate of Flight Test as to the sufficiency of the test program to adequately demonstrate escape capabilities of the capsule. The escape capsule ejection program from the B-58 pod was originally scheduled to encompass three supersonic (approximately 1.9 mach) ejections. The redirection for the first run to be subsonic, leaving only two supersonic runs, resulted in a very marginal airborne qualification program. The more recent decision to cancel another of the supersonic runs in favor of an additional track test resulted in the destruction of the test item and the acquisition of questionable data.

2. The FTF question on the adequacy of the B-70 escape system qualification program is based on these factors:

a. The two high "q" track tests at AFFTC on 8 March and 5 April 62 demonstrated only marginal acceptability for the recovery of personnel.

b. The track test at AFFTC on 17 May 62 is considered a failure.

c. Mach number effect on the B-70 capsule is not presently known. The experience to date with the B-58 capsule ejection tests indicate that pitchup and lateral accelerations of the capsule may be a serious problem. Reportedly, this problem was not apparent on the B-58 capsule during subsonic, high "q" track runs, which indicates a difference in mach number effect and high "q" effect.

3. It is the opinion of the Directorate of Flight Test that the two cancelled supersonic tests should be reinstated in the program. The one supersonic ejection proposed is not considered adequate to demonstrate a man-qualified escape system.

CLAYTON L. PETERSON, Colonel, USAF
Director, Flight Test

FTFOB (Maj Fulton)

File 10 MGA

FTFN/Mr. C. O. Johnson/39121

Directorate of Flight Test Participation in and Support of XB-70 Program — 19 April 1962

FTF (Colonel Clayton L. Peterson)

1. Review of the current status of Directorate of Flight Test activities in the XB-70 program reveals several potential problems in the area of identification and assignment of personnel and in the preparation of equipment. Specific areas of concern are:

a. Delay in attaching FTFE personnel to the Joint Test Force.

b. Identification of instrumentation engineer for full time participation in the program.

c. Modification of two monitor rooms in Building 3940 for use by North American Aviation, Inc (NAA).

d. Design and fabrication of real time radar position plotter.

e. Design, procurement and fabrication of a high speed printer plotter for XB-70 data type output.

f. Programming of data calibration routine for PCM data.

g. Checkout of PCM ground station.

h. Review of working relationships and assignments within the Joint Test Force organization.

2. Since there is basis for concern over the support to be provided the XB-70 program from Center agencies, I feel that Colonel Townsend should be briefed on the current status of Center XB-70 activities. However, prior to such a briefing, I recommend that the responsible Chiefs within the Directorate be called on to brief you and the FTF staff on their interpretation of the program objectives and the status of their organizational responsibilities. Suggest that the briefing

FTFO

be held, if possible, prior to Colonel Townsend's return to Edwards AFB (approximately 2 May 62).

JOSEPH S. DYSON
Lt Colonel, USAF

Copies to: FTFS
FTFO
FTFE
FTFP

HEADQUARTERS

Aeronautical Systems Division

AIR FORCE SYSTEMS COMMAND

JAN 3 1962

ASVT

Request for Chase Aircraft for XB-70 Test Program

AFSC (SCSAS)
Andrews AFB
Wash 25 DC

AFFTC (FTFN, Lt/Col J. S. Dyson) Edwards AFB, Calif

1. Previous flight test programs have proven the value of chase aircraft and further dictate that performance of the chase vehicle approach as nearly as possible the performance of the vehicle under test. In consideration of the critical requirement for chase aircraft to support the XB-70 test, both the B-58 and F-106 have been evaluated. It appears that both aircraft can contribute to the program; however, speed, range and safety factors indicate that the B-58 offers the best return for the dollar expended.

2. It is requested that TB-58 aircraft be allocated to the AFFTC for utilization as chase aircraft to support the XB-70 test and evaluation program. In consideration of the speed differential between the chase and test vehicles, positioning of multiple TB-58 aircraft along the route will be required to provide minimum acceptable observation during high speed runs. To provide maximum assistance to the test vehicle a rapid closure rate and maximum observation capability is required. Three TB-58 chase aircraft will be required to achieve this capability. It is recognized that the cost of operating three TB-58 aircraft must be balanced against the risk of losing an XB-70 due to lack of airborne assistance. It is essential that one TB-58 be made available during the second quarter of FY 63, preferably in late October 1962. Additional chase aircraft will be required with the delivery of the #2 XB-70. The additional chase aircraft will be required as back-up chase for the #1 vehicle, as primary chase for the #2 vehicle and for use in route positioning of multiple chase aircraft.

3. Due to lack of extensive Air Force experience in flying Mach 2 aircraft in close observation range of each other and the attention the pilot must devote to his aircraft and instruments, it is concluded that the TB-58 configuration offers the greatest degree of safety as a chase vehicle. The B-58 configuration does not provide

the advantages of photo and visual coverage available in the TB-58. The YB-58 is considered unacceptable due to the logistic support problem which will increase in severity during the time period of the XB-70 Flight Test Program.

4. A secondary advantage of the TB-58 is the capability to provide delta wing proficiency to XB-70 pilots. It is intended that XB-70 qualified pilots will also alternate as chase pilots. Limited flight hours scheduled for the B-70 vehicle require a back-up aircraft to insure optimum pilot proficiency. Whereas minimum proficiency flight hours will be scheduled to maintain pilot proficiency, this continued practice will contribute directly to a safe and successful program.

5. Dependent upon aircraft availability at the Flight Test Center, it is expected that many test missions can be supported by F-106, T-38 and/or T-33 chase aircraft. High performance XB-70 missions cannot be satisfactorily supported by these aircraft.

6. Request the B-70 SPO be advised of decision on this request at an early date.

FOR THE COMMANDER:

GEORGE W. BOLLINGER
Asst Deputy Program Director
B-70 System Program Office

Copy to:
AFFTC (FTFN, L/C J.S. Dyson)

ADQUARTERS

Aeronautical Systems Division

AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE

21 December 1961

ASVT

Request for Contractor Pilot Training

AFSC (SCRAS)
Andrews AFB
Wash 25 DC

1. In order to qualify North American Aviation, Inc. test pilots for flight in the XB-70 it is essential that the Air Force provide flight time in tactical aircraft most nearly approaching the XB-70 in flight attitude and handling characteristics. An evaluation of high performance aircraft characteristics indicates the B-58 is the only suitable vehicle in the inventory satisfying the weight, high thrust, high angle of attack attitude, and inertia conditions.

2. It is requested that NAA, Inc. test pilots, Messrs A. S. White and H. Z. Hopkins, Jr., be provided B-58 CCTS ground schooling and sufficient flight familiarization training in the air vehicle to include experience throughout the B-58 flight envelope emphasizing traffic pattern attitudes in particular. The most appropriate time for this familiarization course is June 1962 in order to effect minimum interference with the XB-70 preflight testing activities of the pilots. The heavy student load of B-58 CCTS is acknowledged, however, the contribution of this training to the B-70 Program success necessitates favorable consideration of this request.

3. The B-70 SPO is currently working with the Contractor's flight test group devising a training schedule for Air Force and Contractor XB-70 Project pilots. Since effective management of the school and work program requires close inter-mesh of all pilot activities, an early allocation of a firm reporting date is essential. Request your headquarters initiate early action.

FOR THE COMMANDER:

FRED J. ASCANI
Brigadier General, USAF
Deputy Commander for B-70

Copy to:
AFFTC (FTFN),
(ASFF, Col McIntire)
NAA (Mr. G. Mellinger)

AFFTC (ASFF, Col McIntire), Edwards AFB, Calif

"File 10" MGA

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA

AD INEXPUGNATA

File in B-70 folder

REPLY TO ATTN OF: FTFOB

SUBJECT: B-70 Support Aircraft

TO: AFSC (SCMMA)
Andrews AFB
Washington 25 D.C.

1. The AFFTC considers that it is mandatory that all pilots (contractor and military) scheduled to fly the XB-70 be qualified and remain proficient in the B-58 since it is the only large multi-engine supersonic airplane in the USAF inventory. B-58 airplanes assigned to the Center are assigned to high priority test programs which have very tight schedules and these airplanes cannot be made available for any type of flight familiarization or test support program; therefore, it is requested that a B-58 airplane be provided specifically for the XB-70 test program.

2. Any model of the B-58 could be used for obtaining flight familiarization, but the ideal solution to the problem would be to obtain a TB-58 airplane. The TB-58 can satisfy the multiple purposes of:

a. B-58 flight familiarization.
b. Two (2) B-58 pilot hours per airplane hour.
c. Crew coordination wherein the XB-70 pilots can fly together and gain the full confidence and knowledge of each pilot's habits and flight techniques.
d. Long duration supersonic chase aircraft.
e. Supersonic pace airplane for calibrating airspeed systems in the XB-70.
f. High speed photo airplane.

3. It is acknowledged that TB-58 airplanes are in short supply. Informal discussions with SAC indicate that they feel additional TB-58's are needed for their purposes; therefore, it is suggested that one of the early B-58's, (#660, 662, 663, 666 or 668) be immediately entered into a modification program to alter it to the TB configuration. This airplane is needed for pilot familiarization beginning 1 July 1962, and should be used to support the XB-70 project until the XB-70 is well under way. At that time the airplane could be released to SAC. An arrangement of this type will provide maximum benefit to the XB-70 project and thereby to the Strategic Air Command.

4. Realizing that only one TB-58 test support airplane being available could cause delays in the B-70 flight test program, an additional B-58 or preferably a second TB-58 should be assigned to AFFTC during the

period 1 January 1963 through 1 July 1965. An alternate solution but considerably less desirable would be to have SAC provide a back-up airplane on twenty-four (24) hour notice.

FOR THE COMMANDER

CLAY TICK JR.
Colonel, USAF
DCS/Plans and Operations

file B-70

File IC" MGA

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA

REPLY TO ATTN OF: FTFOB

SUBJECT: B-70 Support Aircraft

TO: AFSC (SCMDA)
Andrews AFB
Washington 25 DC

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b. Two B-58 pilot hours per airplane hour.

c. Crew coordination wherein the XB-70 pilots can fly together and gain the full confidence and knowledge of each pilot's habits and flight techniques.

d. Long duration supersonic chase aircraft.

e. Supersonic pace airplane for calibrating airspeed systems in the XB-70.

f. High speed photo airplane.

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FOR THE COMMANDER

CLAY TICE JR.
Colonel, USAF
DCS/Plans and Operations

B-70 file

File 10 MGA

(THIS ROUGH DRAFT SUPERCEDES ROUGH DRAFT, (5 JUNE).

ASD for ASVT and ASZH. AFSC for SCMOA-1 and ~~SCMM-1~~ SCMMM-1. REFERENCE ASVT-1-5-01, ASVT-15-5-05 and ASVT-29-5-09. Subject XB70 Aircrew Training Vehicles. Message in five parts and supercedes AFFTC message FTOOA-8-5-9-E. PART I. B58-666. AFFTC inspection revealed acft is heavily instrumented, extensively modified and has many prototypes systems. Present configuration of this acft would prevent the acheiving of eight sorties per month starting 1 Aug 1962, as required for the Pilot Training Program. However, it is felt this objective may be possible if the following modifications, which are considered the absolute minimum requirements, are accomplished; (a) Flight Control System must have a Mod 4 amplifier computer assembly and power control linkage assembly with an MF-1 heading reference system. (b) Prototype alternator control system must be replaced with a standard alternator control system. (c) J-79-1 engines are not acceptable. Presently installed J79-5B engines are acceptable. PART II MANNING AND SPARES SUPPORT. Following action requested; (a) The assignment of the present Gen Dynamics Crew Chief and assistant crew chief, who have lived with the acft and know the many one of kind systems, installations and associated problems. This assignment to AFFTC to be for the duration of the acft assignment, or until AFFTC had acquired the necessary knowledge of this particular A/C. (b) It is recognized that replacement parts and test equipment for prototype B58's are in short supply and not readily available at Edwards. Without additional attention to spares provisioning, it is felt that the non-standard B-58 would fail to generate the required sorties. Following the conversion of 4 prototypes (55-661, 662, 663 and 668) to TB configuration in the next year, 665 and 666 will be the only early test bed vehicles remaining. With these two

assigned to Edwards, it would appear reasonable to request release of all prototype peculiar spares, and test equipment to Edwards for support of these aircraft. Establishment of a prototype system storage site at Edwards would provide the best available logistics support, and would more nearly insure achievement of the desired sortie rate. Later information indicates all peculiar R+D B58 test bed ~~items~~ assets on hand at Gen Dynamics, White Horse Store are to be reviewed by AFFTC Supply and Maintenance personnel during week 18 June 62 for shipment to AFB 2805. Remaining undesired items to be disposed of by 30 June 62. No source of supply will exist for these peculiar items after 30 June 62. PART III Alternate Plan or proposals are: (a) Retention of B-58 59-2456 upon completion of current test programs o/a 1 Aug 62. 456 is scheduled for flash-up modification soon after August 62 or (b) Assignment of a production B-58 or one of present 4 SAC TB-58's by 1 August 62., or (c) XB-70 pilots obtain B-58 flight time in SAC TB-58 at Carswell, Bunker Hill, or in production acft at General Dynamics/Ft Worth. Use of 456 would require a change to the Flash-Up schedule. Use of production B-58 or TB-58 would reduce the combat inventory, or deprive SAC of a much needed trainer. A production aircraft or trainer would be highly desirable, but is not essential to complete this training requirement. The major objection to sending the XB-70 pilots TDY for training, is that it would take them away from the Edwards-Palmdale-Los Angeles area during a period when B-70 simulator, final assembly, preflight, and engineering activities are at their highest. PART IV B58 test schedule. At present time, three B58's are located at EAFB. S/N 55-665 is bailed, maintained and operated by Hughes. S/N 55-661 assigned AFFTC for ejection tests will be returned to Gen Dynamics for TB modification early Sept 62. S/N 59-2456 assigned AFFTC for

Minimum Control Speeds and Tactics Tests will be returned to Gen Dynamics early Aug 62 for Flash-Up modification. AFFTC awaiting decision regarding the assignment S/N 59-2439 or production No 105 after Sept 62 for multi weapons tests. PART V Summary, recommendations. (a) The immediate lay-up of 55-666 for modification and preparation for transfer to AFFTC, reference Part I above. Acft required 1 Aug 62. Assignment of crew chief and asst crew chief with acft, reference Part II above. (b) The earliest possible assignment of a TB58 (55-663 scheduled out Feb 63 is desired). (c) The assignment of a second TB58 NLT April 1963. At that time, 55-666 to be released. (d) Spares and test equipment peculiar to prototype B-58 remaining at Gen Dynamics, or SAAMA be shipped to Edwards upon assignment of 55-666, reference Part II a b above. (e) Early notification of B58 S/N to be used for XB70 Training Program necessary to facilitate planning.

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
EDWARDS AIR FORCE BASE
CALIFORNIA

22 Nov 61

PROJECT DIRECTIVE NO: 62-46

TITLE OF PROJECT: XB-70 Category I Flight Test

1. Program Structure: 110A
2. Priority: USAF Importance Category: 1, AFSC-14E
3. AFFTC Line Item Code: 1070

PRELIMINARY STAFF CONSIDERATION: The Services and Support Agreement for the XB-70 and YB-70 Flight Test Programs between North American Aviation, Inc., and Air Force Flight Test Center dated 3 Mar 61, and as amended, authorizes AFFTC support of this project. This agreement is to be included as part of the XB-70 Joint Category I Flight Test Plan. When this Test Plan is published and approved, it will become a part of the XB-70 System Package Program (SPP). When the Test Plan is approved, it will constitute the authorization for AFFTC support of this project. When the SPP is approved, it will then replace the Test Plan as the authorization document.

SCOPE OF THE PROJECT: Support Category I Test of the XB-70 as prescribed in the above documents.

SCHEDULE: Work to start immediately and continue until CY 1965.

IMPLEMENTATION REQUIRED:

1. The Directorate of Flight Test has been designated as the responsible organization in accordance with AFR 80-14/AFFTC SUP 1, and will be responsible for planning, directing and coordinating the program. Lt/Col Joseph S. Dyson, FTFN, telephone extension 39121, has been appointed the Acting Test Director.

2. All other AFFTC organizations will comply with AFR 80-14/AFFTC SUP 1 as pertains to this program.

3. This program is non-reimbursable. The DCS/Comptroller will comply with AFR 80-14/AFFTC SUP 1.

AUTHORITY: Direct contact with interested agencies is authorized. Any changes, additions to or deletions from this program will be coordinated through the project officer who will, in turn, take appropriate action.

FOR THE COMMANDER

Edwin J. Perry Lt Col

CLAY TICE, JR.
Colonel, USAF
DCS/Plans & Operations

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
EDWARDS AIR FORCE BASE
CALIFORNIA

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EDWARDS AIR FORCE BASE
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CLAY TICE, JR.
Colonel, USAF
DCS/Plans & Operations

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EDWARDS AIR FORCE BASE
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FOR THE COMMANDER

Colyd S. Chung Lt Col

CLAY TICE, JR.
Colonel, USAF
DCS/Plans & Operations

FTFN/Lt Col Dyson/39121 17 October 1961

XB-70 Test Program Coordination Meeting

TO:		
	FTO	FTE
	FTC	FTFE
	FTM	FTFO
	FTW	FTFS
	ASFF	FTZNT

1. Recent meetings between AFFTC, the B-70 SPO and North American Aviation, Inc., have clarified the position and participation of the Flight Test Center in the XB-70 Flight Test Program. NAA is contractually responsible for developing the system, conducting the tests, supply, and maintaining the systems and reporting on results. Edwards AFB is the test site and AFFTC is designated as the AFSC test agency responsible for the flight testing to be accomplished on the XB-70 air vehicles.

2. A skeleton AFFTC XB-70 Joint Test Force is now in operation, Office Symbol FTFN - Extensions 39121 and 38321. Lt Colonel J. S. Dyson has been appointed Acting Test Director. Mr. C. O. Johnson, Project Engineer and Mr. Robert Tucker, Systems Engineer are attached for full time duty. A gradual phase in of other personnel is planned to meet the scheduled official JTF activation date of 1 September 1962.

3. A meeting of all AFFTC and attached agencies concerned with the XB-70 program is scheduled for 0800, 24 October 1961 in Room 29, Building 2800. SECRET clearance is required. The purpose of this meeting will be to:

a. Brief all concerned on present program position, plans, and AFFTC commitments as known by the Test Force.

b. Identify each AFFTC agency's specific area of interest and involvement and that agency's official working representative on XB-70 program matters.

c. Allow each agency to advise of any immediate or continuing problems and actions required to insure orderly progress of this program at AFFTC.

4. Request all persons planning to attend notify FTFN by telephone NLT 1200 hours, 23 October 1961, to facilitate checking security clearances.

Clayton L. Peterson

CLAYTON L. PETERSON
Colonel, USAF
Director, Flight Test

FTFN/Lt Col J. S. Dyson/39121

Plan for Air Force Maintenance of XB-70

FTE (Colonel Thomas)
INFO: FTFO (Lt Col Anderson)
FTO (Major Marling)
FTM (Mr. Miller)

1. The B-70 SPO has requested that AFFTC prepare a plan as to how the Center could take over all maintenance responsibilities for the two test aircraft at Edwards AFB as of 1 Jan 64, if so directed. The third aircraft would be phased in according to existing schedules. The SPO representative emphasized that although this is, at most, a remote possibility at the present time, for planning considerations it is essential to estimate the magnitude of the problems which would be encountered if it became necessary to go this way. The plan should include personnel (AFSC skill levels) and training requirements.

2. Virtually no formal training for Air Force personnel on the XB-70 is currently planned as the DOD funds ceiling on the program does not permit any for this purpose. Consequently, a major consideration in preparing the requested plan will probably be phasing the OJT of Air Force maintenance personnel during the 1962 - 63 time period when contractor maintenance of the test vehicles is in progress. Informal training gained by working with the contractor's engineering, design and maintenance personnel is the only source now available for Joint Test Force personnel.

3. The only basic assumptions provided by the SPO are:

a. A total of three test vehicles, including the systems aircraft are to be supported on a one shift basis.

b. Necessary logistics will be available through either contractor or AFLC.

4. The SPO has requested submission of this plan prior to 15 Dec 61.

FTFO (Lt Col Anderson)

The XB-70 Test Force (FTFN - Extension 39121) will provide FTE any desired assistance within its capability to help prepare this plan. Request that the plan be forwarded to FTFN for transmittal to the B-70 SPO.

CLAYTON L. PETERSON, Colonel, USAF
Director, Flight Test

FTCP/Capt Jones/41341

XB-70 Meeting

FTM
FTN
FTW
FTF

1. A meeting to discuss XB-70 policies and procedures will be held at 0930, 20 July 60, in the General's Conference Room, Building 2650.

2. Representatives from the above organizations are requested to be in attendance.

3. North American personnel and WSPO personnel (both AFSC and AMC) will also be in attendance.

JACK J. GREGER, Lt Colonel, USAF
Chief, Programs Division

File 1C MGA

XB-70 FLIGHT TEST PROGRAM

JOINT TEST FORCE CONCEPTS

TEST DIRECTOR

1. Appointed by SPO and by direction will be assigned to SPO. He will occupy the position of Deputy for Test to the Program Director or will be the assistant to the Deputy for Test.

2. Located on site to exercise overall flight test program direction and management. If not on site will appoint an on site delegate to exercise that authority.

3. Be the line of communication to the SPO from the Contractor and Air Force Test and Evaluation Team for all matters pertaining to flight test.

4. Coordinate on all Contractor and Air Force Test and Evaluation Team flight test reports directed to the SPO.

AIR FORCE TEST AND EVALUATION TEAM

1. Comprised of Air Force operational, technical and maintenance personnel working with the Contractor on a daily basis.

2. Organized in a manner to be compatible with the Contractor's flight test organization.

3. Augment and assist (not replace) the Contractor's test effort making recognized and authoritative contributions in the areas of planning, test conduct, data analysis, and evaluation and reporting.

4. Provide a comprehensive evaluation of the XB-70 from an Air Force perspective.

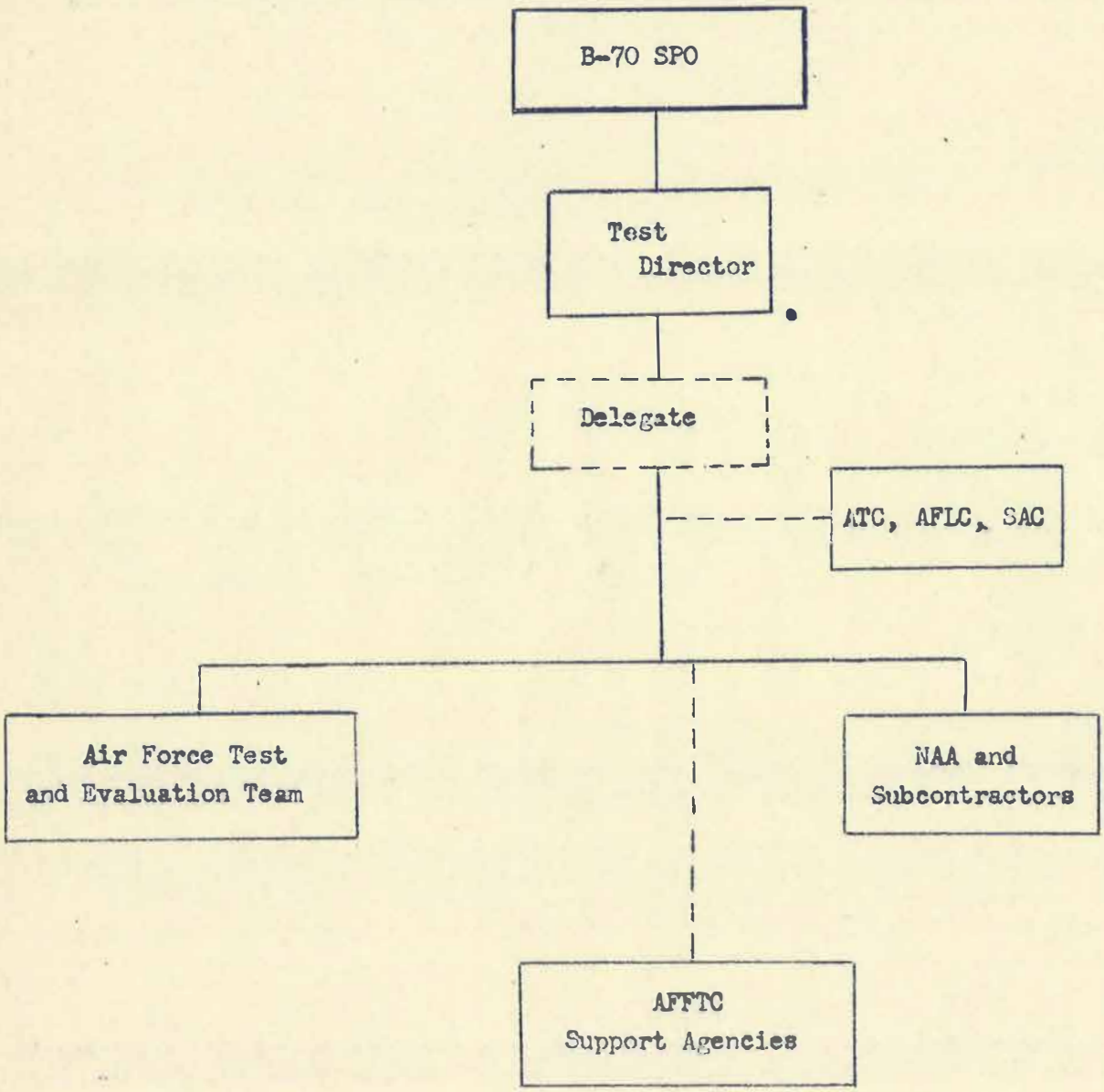
5. Act as eyes and ears of the Test Director (SPO) to assist him in report coordination and advise him of the conduct of the program.

6. Will utilize existing proven Air Force operational and technical capabilities and assist in maintaining in-tact and upgrading this capability for future applications.

7. AFFTC has the capabilities and should be assigned the responsibility for managing and manning the team.

PROPOSAL FOR JOINT TEST FORCE

ORGANIZATION



2 Oct. 61

AIR FORCE TEST AND EVALUATION TEAM

- COMMANDER
- Air Crew
- Performance (Airframe and Engine)
- Stability and Control Flight Control System
- Structures and Aero. Heating
- Systems and Engine Evaluation
- Bomb-Nav. Evaluation
- Bio Astronautics
- Instrumentation
- Maintenance
- Clerical

2 Oct. 61

TOT

1000 Jet

1st plt 200/ B47 B52 S 4-

/100 1st plt - 12 mo.

min. //

90 day 10 Lndr

B58/90

X 41681

Gibson

File 10 MGA

OB/file

28 March 1962

62LA 0861-186

Subject: Contract AF33(600)-42058
B-70 Prototype Program
Aircrew Training for Contractor Pilots

To: Air Force Plant Representative, Los Angeles

In turn to: Western Contract Management Region
Air Force Station
Mira Loma, California

In turn to: Aeronautical Systems Division
Wright Patterson AFB, Ohio

Attention: B-70 SPO, ASV

Reference: (a) Air Force Regulation 50-3, dated 27 April 1960
(b) NAA Letter, 62LA 0846-186, dated 23 March 1962

1. In order to provide maximum flight experience for Contractor test pilots in preparation for the XB-70 Flight Test Program, it is essential that the Air Force provide flight time in tactical aircraft most nearly approaching the XB-70 in flight attitude and handling characteristics. The B-58 is most suitable for this purpose.

2. Reference (b) was submitted to Air Training Command, in accordance with reference (a), requesting two spaces in the B-58 FTD Aircraft Familiarization Course 1235D-1 for North American pilots A. S. White and H. Z. Hopkins, Jr., with a completion date of 1 July 1962.

3. It is requested that the Air Force Flight Test Center furnish B-58 Flight Familiarization Training at Edwards Air Force Base beginning 1 July 1962 for pilots A. S. White and H. Z. Hopkins, Jr.

4. Messrs. White and Hopkins have finished the SAC B-52 Aircrew Training Course at Castle Air Force Base and are qualified as B-52 Aircraft Commanders.

ACTION & REPLY

4-30-

SWANSON
Adams, C. 1
Ferrell, C. (2)
Evans, R. E.
HARRIS, H. (4)
KEMP, R. H.
Kleinwatcher
Ward, J. B. 1
Hiles, R. 1
Hodder
Prescott
PETZKE
May, W. (3)
Hargrove (3)
Vieropoius (3)
STROH, G.
Reich, F. (4)
SPIVAK
Kochever
Triche
Embody
Fuller
Peterson
Lee, T.
Routh
Pribil
Booke (5)
Weissenb'ger
Dawson, R.
Shant
Mayer
Raiklen
Allen (2)
Imsande
Varney
Mason, P.
Griffin
Swain
Rogerson
Petch
Burhop
Colby
Stiger 2
Peterson, B.
Rose, E. K.
Robinson
Taylour
Kurtz
Opheim
McMullin
Lindley, C.
Rose, L. M.
Hofloday
Wendt
Christensen
McLean, W.
Bang, R.
Schleicher
LoPresti
Hoge
Payne, E.
Lunn, R.
Spalding (3)
Mellinger 2
Farren
Ince
Roberts, J. O.
Coisley
Stacey
White
Bracha - DATA
B-70 File
Tec File
EWA
H. Z. Hopkins - 1 Ea

Eng. Notes

5. Messrs. White and Hopkins' security clearances are SECRET and their addresses c/o NAA, Inc., Los Angeles Division, International Airport, Los Angeles 9, California.

6. DD Forms 1279 and 127-X-1 (Request for Government Approval of Contractor's Personnel) are enclosed.

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

W. A. Spivak

W. A. Spivak
Chief Engineer

WAS:GRM:ot

Enclosure: (1) Two (2) each Forms 1279 and 127-X-1 for A. S. White and H. Z. Hopkins, Jr.

(2) One (1) copy NAA Letter, 62LA 0846-186, dated 23 March 1962

MINUTES OF FLIGHT TEST MEETING

B-70 WSPO-AFFTC-NAA 20 APRIL 1960

J. J. Berkow, Lt. Col.	AFFTC, FTFE
J. R. Allen, Major	WADD, XB-70 WSPO
R. M. Jones, Capt.	AFFTC, FTOP
Mr. E. Heinrich	AFFTC, FTFSI
Mr. P. O. Lindfors	AFFTC, FTFSD
Mr. M. G. Millef	AFFTC, FTMIS
Mr. H. Wilkerson	NAA, EFTP
Mr. R. Stacey	NAA, EFTM
Mr. D. Ince	NAA, EFTI
Mr. D. Taylor	NAA, EFTM
Mr. J. Paul	NAA, EFTP
Mr. M. Hawker	NAA, Industrial Planning
Mr. W. Holmes	NAA, EAFB Rep.
Mr. W. Schoch	NAA, EFTP

1. NAA briefed on the XB-70 Flight Test Program for Plan W-15D. The briefing covered test objectives, means of accomplishment, flight hour estimates, schedules, instrumentation planning and facilities planning.

2. Major Allen presented general WSPO planning for the Flight Test Program summarized below: (General planning not necessarily concurred with by NAA at this time.)

a) Test Directive for AFFTC due out July or August.

b) USAF Test Force organization and operation for XB-70 flight test is still under study.

c) A. F. Test Director will have support roll in program as the flight program is WSC function.

d) Other Commands (SAC) have shown little interest in large scale participation. AFFTC will be given direction and authority to utilize support of other centers as required.

e) Flight crew participation by USAF unchanged. Blue suit on first flight. Maximum AFFTC aircrew and Engineering participation but will be subordinate to the WSC.

3. Instrumentation

a) NAA Engineering Flight Test pointed out that neither airborne nor ground system had been selected but planned on automatic data reduction with facility at Los Angeles. PCM has not been decided as method for recording. AFFTC related experience with PCM in C-133B Airplane and stated no data obtained to date, but did not infer this would necessarily apply to 1962 period. Arrangements were made for AFFTC Representative (Capt. Don Flood) familiar with C-133B instrumentation to come to L.A. in two weeks.

3. Instrumentation (Continued)

b) Major Allen requested NAA reply to ARC letter on justification for automatic data reduction system and general instrumentation system to be utilized. Original letter of inquiry covered the R-2 Program; however, justification is still required for W-15D Plan. NAA agreed to review with AFFTC the instrumentation-data reduction and readout facilities requirements versus facilities at Edwards or planned, which can be utilized by NAA. This review will establish a point of departure for further consolidation of the NAA instrumentation plan but will not improve the date of 1 May 1961 for the complete plan. In lieu of a detailed justification the WSPO will request a status report on the results of the combined AFFTC-NAA review and accept postponement of dollar justification until a preliminary NAA plan can be drawn up. The earliest NAA estimate of the availability of such a plan remains May 1961 (established milestone) under the present manpower-dollar limitations.

c) 1. As a result of this meeting AFFTC will actively pursue instrumentation planning with NAA.

2. A tentative date of 1 October 1960 was established for a preliminary system proposal to AFFTC, followed by a coordination meeting 1 November 1960.

3. It is anticipated that coordination on the selected system and facilities can be completed by 1 November 1960.

4. Facilities

NAA presented preliminary space requirements for a one air vehicle program. New construction for a power check pad and fuel storage is estimated at $240,000 for MCP 62. In view of the reduction in the B-70 requirements and F-108 cancellation, utilization of existing facilities appears a valid means of meeting space requirements. AFFTC stated that a study of other anticipated test programs would be required before the Center could commit space to the XB-70. The WSPO requested AFFTC and NAA to get together at Edwards 25 April 1960 to look at space available and costs involved in meeting the NAA requirements and occupancy dates. Firm facility requirements will have to be established by AFFTC by 24 May to meet the MCP 62 submittal date. In view of previous coordination and planning meeting the 24 May date does not appear to be a problem. A progress report has been requested from AFFTC. Official correspondence from the WSPO on this item will follow.

5. Lt. Col. Berkow stated that all activities at AFFTC should be coordinated through Major T. Kensler who is the XB-70 Project Officer at EAFB.

Approved: W. L. Schoch
W. L. Schoch
XB-70 Project Engineer
Flight Test Projects

/s/ J. R. Allen, Major
WADD, XB-70 WSPO

FTFOB, Major R. S. Martin

B-70 Development Engineering Inspection
2 - 11 March 1959

FTWE
FTFP
FTF

FTFEB

16 March 1959
FTFEB/Major Kessler/af/33251

1. The first D.E.I. on the B-70 was held at the North American Aviation, Inc., Inglewood, California from 2 March thru 11 March 1959. The inspection covered the entire aircraft and its associated equipment and was attended by 160-200 representatives from the WSPO, SAC Headquarters, ARC, Headquarters USAF, ARDC Headquarters, ATC, WADC, AFFTC, all the Weapon System subcontractors and others.

2. The AFFTC Project Officer assigned the AFFTC team members their primary areas of responsibilities. All members attended the general briefing and detailed inspection of the mockup. Thereafter, each member attended his assigned detailed briefings and technical team meetings. The AFFTC team members and their primary areas of responsibilities were as follows:

NAME	ORGANIZATION	AREAS OF RESPONSIBILITY	DATES ATTENDED
Lt Colonel M. D. Marks	FTFA	General Information	2 - 4 March
Major T. C. Kessler, Jr.	FTFEB	General, Operational Employment, Crew Station	2 - 11 March
Major R. S. Martin	FTFOB	Operational Employment, Crew Station	2 - 7 March
Major F. S. Shafer	FTFEH	Crew Station, Human Engineering	2 - 7 March
Major S. R. Dayton	FTES	Propulsion, Ground Support, Training	2 - 6 March
Capt J. D. Sheeley	FTEL	Electronic Subsystems, Special Weapons	2 - 6 March
Capt G. W. Watts	FTFEP	Propulsion	2 - 5 March
Capt W. R. Wronski	FTFEB	General, Operational Employment, Subsystems	2 - 11 March
1/Lt R. A. Larsh	FTFOB	Offensive & Defensive Systems, Crew Station	2 - 6 March
SSgt P. A. Anderson	FTEEB	Secondary Power, Ground Support	
Mr. G. L. Clark	FTFEP	Propulsion	2 - 3 March

FTWAD, B-70 Development Engineering Inspection 2 - 11 March 1959

NAME	ORGANIZATION	AREAS OF RESPONSIBILITY	DATES ATTENDED
Mr. J. W. French	FTRDE	Structure, Maintenance and Logistics	2 - 6 March
Mr. R. Hazelgrave	FTRLM	Defensive Subsystem, Integrated Electronics	2 - 6 March
Mr. D. E. Smith	FTRRE	Configuration Analysis Propulsion	2 - 4 March

3. The DEI appeared to be premature in many respects; for example, a majority of the maintenance areas, detailed system design, and ground support equipment were only ideas and not hardware in being. This resulted in very few "Requests for Alteration" (RFA's) being submitted by our Maintenance, Electronic, and Propulsion team members. The specialized briefings did however give the AFFTC members a tremendous amount of general details and the ideology behind the North American design. This information provides excellent background material which will enable the AFFTC to do better planning for the coming category tests.

4. The AFFTC members contributed heavily to the Crew Station Technical Team, submitting approximately 60 of the original 153 RFA's. The AFFTC team members completed the "AFFTC Crew Station Checklist" and this will be on file in FTRRE as will copies of most of the RFA's submitted by AFFTC. The Crew Station Technical Team combined all similar RFA's into a total of 106 RFA's which were submitted to Colonel T. Finley, Chief of the WSPO, and his board members for review. The undersigned attended the final review as an advisor. A report covering all RFA actions will be published and distributed by the WSPO by 30 March 1959.

5. A copy of the AFFTC checklist, all DEI schedules and instructions, notes of the meetings, copy of AFFTC RFA's and a copy of the final WSPO action will be maintained on file by the Human Factors Branch, FTRRE. The B-70 Project Officer will require all AFFTC members attending future B-70 DEIs and similar inspections to read this file before attending so as to maintain a consistent and continuous Center position throughout the entire period of development of the B-70 Weapons System.

6. Several special DEIs will be held within the next few months. These include the Defense Operator's Station and the Lighting (White Lighting) Mockup.

THOMAS C. HENSLEE, Jr., Major, USAF
B-70 Project Officer

Capt Hardy

B-70

PILOTS' COMPT:

1. FOR CHECK LISTS, LETDOWN CHARTS, ETC SUGGEST HINGED BUILT-IN CLIP-BOARDS SIMILAR TO B-52 C.

2. SUGGEST INDICATOR TO SHOW ~~FOR~~ RUDDER PEDAL ADJUSTMENT. INDICATOR DOES NOT HAVE TO SHOW SPECIFIC MEASUREMENT, BUT SHOULD GIVE RELATIVE ADJUSTMENT FWD OR AFT ON NEUTRAL (A LA C-130)

3. PROVISION FOR STOWING RUDDER PEDALS FOR LONGER FLIGHTS FOR LONGER LEGGED PILOTS?

4. ~~DRINKING WATER~~ & RELIEF PROVISIONS?

5. ASH TRAY LOCATION - DO THEY WORK?

6. MOVE DRINKING WATER TO ACCESSIBLE POSITION.

with a system which is leaking but still shows good pre[illegible]re.

Capt Bock

Don't understand fuel panel but have an idea that it is probably very simple.

Not qualified to comment on flight instrument presentation.

Why nose wheel steering ON & OFF? — Bilis

Auto pilot controls panel is a little too far aft for easy reference. Could this be moved forward?

Longitudinal trim "roller" is just a little out of range of my thumb. Might be moved toward bow about 1/4 inch

Visibility -

With windshield ramp stowed, the visibility during taxi, takeoff, approach, and landing appears satisfactory. Certainly better all around than the B-58. With ramp extended, forward visibility is almost non-existant and I would call this unsatisfactory. Am not sure that a successful landing could be accomplished if the ramp were jammed in the extended position. There should be some positive method of windshield ramp retraction.

How could you get an incapacitated pilot out of his seat assuming the airplane pranged during landing? If a rescuer could get inside it would be extremely difficult to remove a limp body from one of the seats due to the cramped quarters. If the top hatch were removed I doubt that there is sufficient room to pull a body out.

Access to pilot's seats difficult because of cramped quarters. The bigger the airplane the less space for crew comfort.

Seats are too narrow, adjustable only up and down, and rudder pedals are too close even when fully extended for a pilot my size. These things will cause extreme discomfort to crew members on long flights. The easiest fix to accomplish the most good in this area is to make the rudder pedals foldable so that the legs could be extended past them. (I hear the seat width will be increased.)

Map and Data case ~~are~~ is too small to hold all the paper work SAC will demand their crews carry. Location is okay but should be larger and move further forward ~~for~~ when extended.

I believe crews will utilize a "Mission Profile Card". ~~and~~ A holder for some nominal size card should be provided within easy visual range of the pilot. ~~Maybe~~ Co-pilot should have one also.

A standard take-off data card, and holder for same should be provided. This could be stowable under glare shield.

Crew Comfort - relief facilities? Hot cup or any provision for a warm meal?

Would like to see Hydraulic Quantity lo level lights on the master warning panel. This would provide an early warning that a hyd system is about to fail. For instance this might prevent a takeoff

Maj Martin

1. Rudder pedals to close to pilot need more adjustment
2. Wing fold switch – (up down)
3. Jettison switch to easy to work
4. Light jettison handle for ~~also~~ alt compartments & PFCP.
5. Gear handle just to easy – No Solenoid over ride
6. Throttles about one inch closer to copilot
7. Folding rudder pedals – only if pod can be used to relax
8. If possible align sw. w/ tank int. on fuel panel
9. Should avg rest and avg power on-off sw. be grouped together?
10. ~~Land lt. not in front for x land.~~
11. Drag chute control – HIAP. – where located?
12. Seat too narrow – whole capsule too small.
13. Cushion too soft – (bottoms out)
14. Emergency handles in capsule – cant reach without getting arm inside net
15. Ground escape
16. Control system – emergency operation?
17. Any emergency windshield (ramp) control
18. Pod arm-rests useless
19. Crew Relief facilities inadequate – latrine should be installed, – Eating facilities should be increased hot food facilities

File

File 10" MGA

FTFED-B/Mr. Nielsen/28141

Trip Report, B-70 Coordination Meeting 24 February 1961

FTFED
FTFE
FTFP
FTF
IN TURN

1. Purpose and Dates of TDY:

a. To attend a B-70 System Program Package Coordination Meeting.

b. 7 February thru 10 February 1961.

2. Authority for Travel:

Order No. TB00199, dated 6 February 1961

3. Mode of Travel:

Military Air

4. Agencies Visited:

B-70 SPO
Wright-Patterson AFB, Ohio

5. Discussion:

a. AFFTC review of the B-70 System Program Package (Partial), dated 1 November 60, disclosed a number of objectionable and/or incomplete areas in the Development, Test and Evaluation section of the document. The B-70 SPO was informally advised of these discrepancies and subsequently invited AFFTC personnel to attend a coordination conference at WADD on 8 and 9 February 1961. Colonel Kirsch, Lt Colonel Pederson, Lt. Colonel Berkow and representatives from FTOP, FTFN, FTEB, FTFOB and FTFED attended the conference.(A complete list of attendees is attached as Attachment 1)

b. The changes to the System Program Package that were recommended and agreed to are summarized in Attachment 2. A detailed master listing of these changes is on file in the Operational Engineering Branch.

c. It was learned at the B-70 SPO/AFFTC meeting that Hq ARDC has published more definitive directions for preparation of System Program Packages and that the B-70 document will have to be revised accordingly. In addition, revisions are required due to production schedule changes resulting from recent budget alterations. A re-written B-70 System Program Package is to be completed by 13 March 1961. B-70 SPO personnel stated that AFFTC coordination would definitely be obtained before publication of the document.

d. A meeting is scheduled at WADD during the week of 27 February 1961 for the purpose of revising the Program Package. The B-70 SPO has requested AFFTC participation in this meeting. Specific inputs requested from the AFFTC include:

1. Revised Military Construction Program Schedule.

2. Revised BP-690 Funding Schedule.

3. Revised Initial B-70 Joint Test Force Manning table and Training Requirements.

4. Statement of the philosophy of combined Category II and Category III test programs.

e. The B-70 SPO also invited AFFTC personnel to an XB-70 Program Review to be held at North American Aviation (Los Angeles) during the week of 27 February 1961.

Douglas W. Neilsen

DOUGLAS W. NEILSEN
Chief, Support Aircraft and
Special Projects Section

2 Atch
1. Coordination Meeting 8-9 Feb 1961, WPAFB
2. Coordinated Changes to B-70 System Program Package, 1 Nov 60

Coordination Meeting, 8-9 Feb 1961, WPAFB

System Package Plan, Test and Evaluation Section

N. Bashark, Civ	WWZBC	
G. A. Kirsch, Col	AFFTC	FTF
T. C. Kensler, Maj	AFFTC	FTFN
J. J. Berkow, Lt Col	AFFTC	FTFE
Ed. H. Nuss, Civ	LMSA	ASC
D. W. Nielsen, Civ.	AFFTC	FTFED
M. T. Johnson, Civ	WINDEE	DSE
J. C. Pedersen, Lt Col	AFFTC	FTFN
N. M. Heth, Capt	AFFTC	FTEB
K. K. Lewis, Maj	AFFTC	FTFOB
R. S. Capps, Maj	AFFTC	FTOP
R. Trenkle, Lt. Col	WADD	DSE
J. R. Allen, Maj	WWZBT	DSM (Chairman)
G. L. Schroeder, Capt	WWZBT	DSM

Coordinated Changes To

B-70 System Program Package, 1 Nov 60

Page	Para	Sentence	
13	1.9.2	-	Revision of paragraph to expand on Category test philosphies and to show more realistic dates.
233	3	-	Rewrite all but 1st sentence of paragraph to eliminate misleading dates and numbers.
234	3	5	Delete sentence to eliminate redundancy.
234	4	4	Change - at other sites - to - temporary offsite - to prevent commitment of Cat II support for Cat III program before Cat II is complete.
235	5	-	Rewrite paragraph to show more realistic dates for test plans.
236	2	-	Rewrite paragraph to more properly define USAF pilots role during Cat I.
236	3	-	Delete paragraph to eliminate redundancy.
236	6	-	Include this paragraph in rewrite of Paragraph 5, Page 235.
236	7	1	Change sentence to show SAC Liaison Officer in place throughout Cat II.
237	1	2	Change dates of Cat III test plan to be more realistic.
237	3	2	Insert - as aircrew members - to define type of surveillance.
237	5	1	Insert - as aircrew members - and delete - as a member of the contractors flight crew - to prevent misinterpretation of responsibilities.

Page	Para	Sentence	
238	Listing	-	Add - Performance, Stability and Control, and Human Factors Evaluations - as part of Cat I objectives.
240	Listing	-	Add - Flight Handbook Data, Weapon System Evaluation and Human Factors Evaluations,- as part of Cat II objectives.
242	Listing	-	Change - Accelerated Service Test - to - final configuration Accelerated Service Test - as cat III objective
243	5	1	Rewrite Sentence to expand upon AFFTC personnel support and areas of test responsibility.
244	2	1	Rewrite to eliminate inference that AFFTC's primary effort in B-70 testing will be Air Base Support.
249	1	-	Delete last 2½ sentences so that SPO does not go on record (in this document) as opposing the AFFTC MCP proposals.
249	2	2 & 3	Delete last two sentences to eliminate inference that Commander AFFTC is responsible to the B-70 Test Director.
250	2	3	Change - directly assigned - to - attached - to prevent misinterpretation of status of personnel assigned to B-70 JTF.
250	2	-	Add sentence to indicate that SAC Cat III JTF will be a test organization and will not have Operational Requirements imposed.
252	-	-	Revise to show more realistic manning for Cat I surveillence team.
260	-	-	Correct number of flying hours to be devoted to Cat II and Cat III.

In addition to the changes listed above minor revisions were recommended for the Material Support Section of the System Program Package. These occur on pages 55, 60, 61, 62 and 71 of the document.

File 10 MGA

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
AIR RESEARCH AND DEVELOPMENT COMMAND
UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA

REPLY TO
ATTN OF: FTFED/Maj Kensler/33251

SUBJECT: Trip Report 6 Oct 1960

TO: FTFE
FTFP
FTF
FTO
FTFED
IN TURN

~~FTFO~~ EA
OB - file
CFK

1. Purpose and Dates of TDY: To attend a B-70 Flight Test Meeting at North American Aviation 5 Oct 1960.

2. Authority for Travel: VOCO

3. Method of Travel: NAA C-47 Courier

4. Agencies Visited and Personnel Contacted:

a.	J. R. Allen, Maj	WWZBT (B-70 WSPO)
b.	T. C. Kensler, Maj	AFFTC (FTFED)
c.	R. S. Capps, Maj	AFFTC (FTOP)
d.	J. R. Phillips, Maj	AFFTC (FTFED)
e.	R. M. Jones, Capt	AFFTC (FTOP)
f.	W. Schoch	NAA Flight Test Projects
g.	Mark Hawker	NAA Facilities
h.	John Paul	NAA Flight Test Projects
i.	R. A. Stacey	NAA Flight Test (Palmdale)
j.	D. P. Taylor	NAA Flight Test (Palmdale)

5. Discussion:

a. Major Allen explained briefly how the new Air Force Regulation 375-1, "Weapon/Support Systems Management", would affect the XB- and YB-70 development and test Programs. The new Regulation (copy attached) explains the "Air Force concept of systems management" and is directly applicable to the B-70, GAM-87, and Dynasoar Development Programs.

(1) The Test Directive and Test Plan will not be separate documents but will be part of the "System Package Program" defined in par. 2e of AFR 375-1 as follows:

(a) "System Package Program. A single planning and programming document which is kept up-to-date and describes the over-all system program. Upon its approval by Headquarters USAF this document is directive on all participating agencies. The system package program will be the detailed implementing document for designated system programs which are also delineated in official P-series documents. In case of conflict, wherein an approved change to the system package program has not yet been distributed in a P-series document, the system package program takes precedence. The system package program is the basis for conducting, changing, and reporting system schedules, events, and actions. The Headquarters USAF focal point for conducting the system package program is the SSO. Field management of the system package program is the responsibility of the SPO. Elements of the system package program are listed in attachment 1."

(2) Specific parts of the System Package Program which affect AFFTC are as follows:

(a) Materiel Support Plan. This plan will be based upon the operational concept and plans, and contains a description of the materiel support system to be used. It will be specific in the areas of supply, maintenance, transportation and depot, contractor and base resources. It will extend from support of test activities through the inventory support phase.

(b) Development-Test-Production Plan. This plan will contain quantitative requirements, schedules, R&D approaches, test programs for system or subsystem feasibility, performance, reliability, component compatibility, production leadtime, production plans, industrial capability, facilities (industrial and military construction) required and cost requirements and projections for each of the individual segments of the plan.

(3) The Test Director will be assigned by WADD and Major Allen stated that the WSPO requires the Test Director be assigned by July 1961.

b. In line with the AFR 375-1, the WSPO has been given several requirements which require AFFTC action. These requirements are as follows:

(1) Cost Estimate of Category I, II, and III

The AFFTC made a 10-year B-70 Weapon System Cost Formulation on 7 Oct 1959. This document never left the Center, as the suspense date was extended before the document was mailed and the B-70 Program was cancelled prior to the later suspense date. The undersigned and FTOP will revise these estimates as required and submit the revised document as a preliminary cost estimate.

(2) Manpower Requirements - Training Requirements

The AFFTC defined the complete (AFFTC and SAC) Training Requirements 2 November 1959. This is the best information available showing the manpower required to accomplish Category I and II. ARDC participation in Category III would be accomplished by Category II personnel.

(3) Support Plan

NAA is presently working on the preliminary Support Plan. This document will be submitted to AFFTC for coordination approximately 1 November 1960. The coordinated document will serve as a joint AFFTC-NAA Support Plan.

(4) Facilities Plan

The WSPO has all the information needed on the Center's facility requirements.

(5) Range Facilities

The Range Facilities required for testing the XB- and YB-70 aircraft cannot be defined until specific requirements are known. Major Allen was informed that all Electronic Countermeasures "effectivity testing" would be conducted over the APGC Instrumented Electro-Magnetic Radar Complex. Ballistic drop tests on "Special Weapons" would be conducted over AFSWC or other ranges approved by SANDIA Corporation and AFSWC.

c. Major Allen was requested to send a message to Col Smotherman (RDMF), ARDC Directorate of Facilities, and Col Lowry (WWMF), WADD Facilities Division, stating that NAA had been given a letter of intent for 11 additional aircraft (12 total) and this would reactivate the AFFTC Facility requirements for the complete B-70 Program. Immediate action is required in order to get approval of AFFTC's FY 62 MCP requirement for an addition to Building 1600. (Major Wilson, FTWP, is putting the re-justification for this requirement in final form and it should be mailed this week.)

Thomas C. Kensler Jr.
THOMAS C. KENSLER, JR., Major, USAF
Acting B-70 Test Director

3 Atch
1. Copease Cy AFR 375-1
2. Copease Cy AFR 375-2
3. Copease Cy AFR 375-3

Copies to:
FTE
FTW
FTWP
FTOP
FTFO

FTFOB/HM2 CTK 0?7

FTFED/Maj Kensler/41291

Trip Report to NAA, Los Angeles, Calif 22 June 1960

FTFE
FTFP
FTF

1. Purpose and Dates of TDY: Attend B-70 Planning Conference, 14 June 60.

2. Authority of Travel: AFFTC Special Order D 1416, 13 June 1960.

3. Method of Travel: TPA

4. Agencies Visited: North American Aviation, Inglewood, Calif.

5. Personnel Contacted: Col Bishop B-70 WSPO
Maj F. Allen B-70 WSPO
Mr. G. Mellinger NAA
Mr. W. Shock NAA

6. Discussion:

a. General:

Col Bishop stated the 285 million dollars mentioned in the newspaper for B-70 appropriation was actually 360 million including IBM and General Electric appropriations. The appropriation has a long way to go before final approval, however, Col Bishop was optimistic (for the first time publicly) and stated he believed we would have a "Weapon System approved between now and next spring."

The XB-70 prototype program will continue full steam ahead with first flight scheduled 28 December 1962. Should a B-70 Weapon System be approved a separate program will probably be established because to convert the XB-70 to a B-70 would probably delay the first flight 6 - 9 months.

The Flight Test Program for the XB-70 is primarily Performance, Stability and Propulsion and is directly applicable to the B-70 WS. The present XB-70 Flight Test Program of 370 flight hours and 37 months duration will probably be expanded if the WS is approved.

North American is building a B-70 Flight Simulator which will be made of iron framework; use an analog computer and utilize the actual B-70 flight control system components.

The NAA XB-70 Category I Flight Test Plan is due to the WSPO, 18 July 1960.

b. The AFFTC will review the NAA Instrumentation Specification. The preliminary document should be ready by 1 Nov 60. Several meetings have been held between NAA and AFFTC instrumentation people. Every effort will be made to come up with an instrumentation system which is compatible to both NAA and AFFTC requirements and facilities.

c. I restated the AF position that the Joint Test Force will work with NAA on a fully integrated Category I test and will actively participate in all flight testing from the first flight on.

7. Action Items:

FTFE and FTFS — Work with NAA in formulating the instrumentation requirements and review the NAA Instrumentation Specifications when published (approximately November 1960).

THOMAS C. KENSLER, JR., Major, USAF
Acting Test Director

Cys to:
FTO
FTE
FTFS
FTFO
FTFEE

File 10 MGA

INFO CY:

FTFE/Lt Col Berkow/41241

Trip Report - B-70 Flight Test Program 25 Apr 60

FTF
FTO
FTG

1. The undersigned participated in a meeting to discuss the XB-70 Flight Test Program with personnel from North American Aviation (NAA) and Maj Allen, B-70 WSPO, on 20 April 1960 at Inglewood, California. A roster of attending personnel is attached.

2. The flight test program as outlined in attachment number two was discussed. The outline is self-explanatory. Additional facts are as follows:

a. The XB-70 flight test will be a normal NAA-AFFTC program under NAA management with over-all responsibility vested in the B-70 WSPO.

b. The WSPO will look to the AFFTC for technical decisions regarding flight test and associated problems.

c. An ARDC Test Directive will be published on or about 31 July 1960.

d. NAA was verbally requested by Maj Allen to conduct a joint study with the AFFTC on the Instrumentation and Data Reduction Systems. A detailed letter outlining specific objectives of the study was requested and objectives will be sent by the WSPO to this Center.

e. NAA support requirements from the AFFTC will, in general, parallel those previously negotiated for the F-108 program. NAA will coordinate a "Guide for Support of the XB-70" with this Center rather than attempt to formalize a legal tenancy agreement.

3. The undersigned has taken the following action:

a. Briefed the B-70 Test Director, Maj Kensler, in details and requested that he initiate action to up-date his team in support of the current status and work with consideration to the long-time period involved.

b. Arranged for Capt Donald F. Flood, FTFEE, to brief NAA personnel on 4 May 1960 on the current status of the PCM magnetic tape airborne system which is presently planned for the XB-70.

4. Separate action was to be taken by Capt R. Jones, FTOP, on facilities and funding; and by Mr. E. Henrich, FTFSI, in anticipation of the request for a joint instrumentation study with NAA.

JOSEPH J. BERKOW, Lt Colonel, USAF
Chief, Flight Test Engrg Division

2 Atch
1 Roster
2 Flt Tst Prog

File IC MGA

EA
FTFOB.DM

Trip Report - B-70 Training Plan Conference

FTFE
FTFP
FTF
FTFED

FTFED

17 April 1959
FTFED/Major Kensler/af/33251

1. Purpose: A "B-70 Weapon System Air Training Command Training Program and Mobile Training Unit Familiarization Conference" is being held at North American Aviation 13 April - 30 April 1959. A team of AFFTC personnel participated in a portion of the meeting for the primary purpose of indoctrination on the Weapon System and familiarization with the overall training program as related to AFFTC requirements.

2. AFFTC Personnel on Trip:

a. Major Thomas C. Kensler, Jr., FTFED, 14 and 15 April 1959

b. Captain Darwin B. Bashaw, FTPT, 13, 14, and 15 April 1959

c. Captain James F. Wilson, FTEMP, 13 thru 17 April 1959

d. Captain Caleb W. Hall, FTEO, 13 thru 17 April 1959

e. SM/Sgt Allyn E. Higgins, FTEBB, 14 April 1959

f. T/Sgt Ernest J. Estafan, FTFSP, 13 thru 17 April 1959

g. Mr. John W. French, FTEB, 14 April 1959

h. Mr. Robert M. Hesselgrave, FTELM, 14 April 1959

3. Authority for Trip and Method of Travel:

a. Major Kensler: Hq AFFTC Order No. D50808, dated 13 April 1959.

b. Method of Travel: POV

4. Personnel Contacted: All conference members in general and, specifically, Lt. Colonel Frank Hathaway, Jr., ATC Chairman; Mr. W. L. Baker, ATC Technical Training Representative; Mr. Arthur J. Nowasky, ARDC Military Training Officer; Mr. H. Coulson, NAA Training Supervisor.

5. Discussion:

a. The conference agenda consisted of two days of general weapon system briefings, one day of briefing on the Air Training Command's concept of training for the B-70 Weapon System, and the remainder of the time consisted of committee action and more detailed briefings. AFFTC representatives' participation by dates is included in paragraph two. Those individuals who previously attended the DEI

briefings did not attend the first day's briefing. The undersigned held a meeting with all AFFTC representatives and Mr. Nowasky, the ARDC Training Officer, on the afternoon of the 15th at which time AFFTC's further participation in the meeting was determined.

b. The undersigned, Captain Bashaw, Captain Hall, and Captain Wilson participated in a meeting of the Steering Committee on 15 April. Areas of training, training requirements, priorities and time phasing were discussed. The general results of this meeting were:

(1) The training considered in this conference is specifically designed to meet ARDC's and SAC's training requirements for the category testing. The time phasing of the training will be designed to accomplish the major portion of the Joint Test Force's (JTF) Category II requirements prior to Category II testing and the JTF's Category III requirements prior to the start of Category III. ARDC requirements generally, and the JTF's requirements specifically will have top priority on all training. A copy of the "General Training Areas" considered in the B-70 Program is attached. This list is only a planning guide and will be revised.

(2) The ATC "Training Plan" will be made up of three or more parts. The work copy of Part I is attached and consists primarily of ATC philosophy and concept of B-70 training, policies, and guidelines for planning and programming. Part II will be the Training Plan For Category II/III Testing and will be made up of seven individual bound annexes (Budget, Personnel, etc.). Part III will be "Operational Training". Additional parts such as "Depot Level Training" will be added as required.

(3) The ATC B-70 Training Plan, complete with course descriptions, curriculums and estimated time phasing will be distributed approximately July 1959. The AFFTC will receive at least four copies of this and all other ATC B-70 Training Plans. For preliminary planning purposes, ATC will estimate SAC's training requirements for the category tests; they will add 25% of these requirements as ARDC's requirements.

The AFFTC's comments will be due back to ATC in September or October 1959. A meeting may be held at Amarillo at this time to discuss any questionable areas. AFFTC will be required to formalize their B-70 training requirements by January 1960. Requirements should include dates the training should be completed by.

(4) North American Aviation will revise their Training Plan Document No. NAA 58-1439 to include the results of this meeting. Publication of the revision will be approximately July 1959.

(5) ATC will submit the Trainer Requirements (objectives the device should accomplish but not hardware specifications) to the B-70 WSPO in the latter part of May 1959. A meeting will be held in January 1960 to finalize the specifications for the training devices (flight simulators, test benches, etc.)

(6) ATC will have the Training Plan finalized by June 1960. This will include descriptions of courses, curriculums, training equipment, location of training and time phasing.

(7) The AFFTC will submit special training requirements in accordance with AFR 50-9. These requirements must specifically define what AFFTC desires the training course to include.

c. An "Air Crew Training Plans Conference" will be held at SAC Headquarters, Omaha, Nebraska on 20 May 1959. The following agencies will attend: B-70 WSPO, SAC, ATC, ARDC, AFFTC, and RAA. The undersigned and a representative from the Flight Test Operations Division will represent AFFTC.

2 Incls
1. B-70 Gen Tng Areas
2. Prelim Tng Plan, B-70 Wea Sys, 6 Mar 59

Incl #2 Not attached

THOMAS C. KENSLER, Jr., Major, USAF
B-70 Project Officer

B-70 General Training Areas

1. Weapon System Orientation
2. Supervisors and Planners
3. Pilot's Ground School
4. Navigator-Bombardier Ground School
5. Defensive Systems Operator Ground School
6. Radio Repair Technician
7. Electronic Navigation Equipment Repair Technician
8. Electronic Communication and Crypto Equipment Technician
9. ECM Maintenance Technician
10. Guidance Systems Technician
11. Control Systems Technician
12. Bomb-Navigation System Technician
13. Precision Measuring Equipment Technician
14. Weapons Fusing System Technician
15. Flight Simulator Technician
16. Navigation-Bomb Trainer Technician
17. Hydraulic Technician
18. Instrument Repair Technician
19. Mechanical Accessory and Equipment Repair Technician
20. Electrical Repair Technician
21. Electronic Fuel Control Repair Technician
22. Autopilot/Compass System Technician
23. Aircraft Maintenance Technician
24. Fuel System Technician
25. Jet Engine Technician
26. Nuclear Weapons Technician

Incl 1

27. Ground Powered and Support Equipment Technician

28. Vehicle Maintenance Technician

29. Metals Processing Technician

30. Airframe Repair

31. Liquid Fuel System Maintenance

32. Firefighter Supervisor

33. Parachute Supervisor

34. Weight and Balance

35. Fuel Supply Supervisor

36. Ground Safety Technician

37. Technical Training Instructor

38. Aeromed Technician

39. Personal Equipment Supervisor

40. Encapsulated Seat

41. Air Training Command Cadre

42. Surveillance Team

43. Alert Pod Technician

44. Wheel and Tire (AFFTC Requirement)

File 1011 MGA

10 Jan 67

PTTB

XB-70 Pilot Assignments

ASD (ASZV/Mr. McCollum)

1. Reference your letter dated 21 Nov 66, same subject.

2. In mid 1966 the Air Force Flight Test Center (AFFTC) selected Major Emil Sturmthal for assignment as XB-70 pilot because of his B-52 flight test experience, his enthusiastic interest in the program, and his retainability. He was alerted for reassignment to AFFTC from Project Big Safari in July 1966 and reported to Flight Test Operations at Edwards on 1 Sep 66. Lt Colonel Charles C. Bock was the best qualified AFFTC bomber-cargo pilot for the assignment since he had both B-52 and B-58 flight test experience but he was not available since he was actively engaged in the higher priority YF12/SR-71 program. Due to retirements of experienced B-58 and B-52 pilots (Lt Colonels Lewis and Fulton and Major Bement) the AFFTC considers it important to develop some depth in experience in high speed flight testing for its multi-engine pilots. Presently, the AFFTC has only two test pilots with bomber-cargo background who are experienced in testing large aircraft at supersonic speeds. These are Colonel Cotton and Lt Colonel Bock who have both been assigned to the AFFTC for approximately five years. Major Sturmthal was and still is the best qualified available AFFTC bomber pilot to assign to this program.

NOTE

3. Since the 8 Aug 66 request for approval to assign Major Sturmthal and Mr. Mallick to the program the following ground school and flight preparations have been accomplished:

a. Major Sturmthal:

(1)	B-58 Ground School	Completed	(General Dynamics, Ft Worth from 16 Aug - 9 Sep 66)
(2)	XB-70 Ground School	Completed	(North American, Edwards AFB from 26 Sep 66 - 5 Jan 67)
(3)	XB-70 Simulator	2 hours	(North American, Los Angeles)

(4) Flight Time (3 Aug 66 through 3 Jan 67):

(a) Total 100.1 hours

(b) Multi-jet 91.8 hours (19.7 - B-52)
(6.8 - TB-58)
(65.3 - B-57)

(c) Single jet 8.3 hours (T-33 and F-106)

(5) Major Stumthal has also participated in mission briefings, acted as Chase Controller during XB-70 missions, flown chase in the TB-58 during three XB-70 missions, and has closely followed the program, participating and contributing to the program during operations, engineering, and configuration review and planning meetings.

b. Mr. Mallick:

(1) B-58 Ground School Completed (Little Rock, Arkansas from 14 Aug - 2 Sep 66)

(2) B-58 Simulator 8-1/2 hours (Little Rock, Arkansas from 14 Aug - 2 Sep 66)

(3) XB-70 Ground School Completed (North American, Edwards AFB from 26 Sep 66 - 5 Jan 67)

(4) XB-70 Simulator 2 hours (North American, Los Angeles)

(5) Flying Time (8 Aug 66 through 5 Jan 67):

(a) Total 136.1 hours

(b) Multi-jet 28.6 hours (14 hours - B-52/TB-58)
(14 hours "JETSTAR")

(c) Single jet 49.7 hours

(d) Multi-recip 15.9 hours

(e) Helicopter 41.9 hours

(6) Mr. Mallick started B-52 ground and flight school at Castle AFB on 6 Jan 67. Completion is anticipated on 7 Feb 67 with some 30 hours of B-52 flight time.

(7) Mr. Mallick has participated in mission briefings performed as area safety chase with NASA F-104 aircraft for the past seven XB-70 flights, and has closely followed and contributed to the program during operations, engineering, and configuration review and planning meetings.

4. As can be seen in paragraph 2, a training program for both pilots is well under way and good progress is being made toward their preparation for flight in the XB-70. It is anticipated that Major Sturmthal will complete the minimum flying hour prerequisites for XB-70 pilot participation established by ASD in October 1962 by the end of April 1967. It is estimated that it would require at least the remainder of the calendar year of 1967 to complete the flight hour requirements (200 hours first pilot multi-engine jet bomber and 100 hours first pilot B-52/B-58 within the preceding 12 months) for Mr. Mallick.

5. The AFFTC desires that Major Sturmthal and Mr. Mallick be approved for active participation as XB-70 copilots while they accumulate the required B-58 and B-52 flight experience. This would permit dropping a requirement for the one XB-70 contractor pilot. It is requested that ASD establish minimum flight hour prerequisites for qualification to act as XB-70 copilot and approve both Major Sturmthal and Mr. Mallick to act in that capacity as soon as those requirements are met. Request for approval as left seat pilot will be made when the AFFTC feels they have the necessary flight and simulator experience.

FOR THE COMMANDER

WALTER L. MOORE, JR., Colonel, USAF
Director, Systems Test

9 Atch
1. TWX fm ASD to AFFR LA Cite ASZV 91059 Jul 66
2. AFFTC Ltr dtd 8 Aug 66, Subj: XB-70 Flt Assignment & Tng
3. ASD Ltr to AST, dtd 28 Sep 66, Subj: Same as above
4. AST Ltr to ASZVE, dtd 3 Oct 66, Subj: Same as above
5. ASD (ASVT) Ltr to AFPRO, dtd 5 Oct 66, Subj: Qualification of XB-70 Pilots
6. AFSC (SCMO) Ltr to ASD (ASZ), dtd (Not shown) Subj: Same as Items under atchs 2 and 3
7. ASD (ASZV) Ltr to AFFTC & NASA, dtd 21 Nov 66, Subj: XB-70 Flt Assignment
8. School History - D. L. Mallick
9. Flt Time Breakdown - D. L. Mallick

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS AERONAUTICAL SYSTEMS DIVISION (AFSC)

REPLY TO ATTN OF: ASZV

21 Nov 1966

SUBJECT: XB-70 Pilot Assignments

TO: AFFTC
Attn: Colonel Moore
Edwards AFB, Calif. 93523

NASA - FRC
Attn: Mr. Bikle
Edwards AFB, Calif. 93523

1. Reference is made to the attached correspondence pertaining to XB-70 pilot assignments and training.

2. It is requested that AFFTC and NASA each accomplish the following:

a. Rescreen the USAF and NASA pilot resources to assure that the previously recommended pilots are the most qualified pilots available for assignment to the XB-70 program.

b. Recommend a flight training program (AFSC/SAC/etc.) and time required to accomplish if it becomes necessary to fully qualify the recommended pilots in accordance with the 1962 Pilot Prerequisites.

c. Impact on XB-70 test program, both from Air Force and NASA viewpoint, if it is necessary to completely qualify the AFFTC and NASA recommended pilots prior to flight in the XB-70.

3. Upon receipt of the above requested data ASD will make another attempt to obtain approval from Hq AFSC for early participation of AFFTC and NASA flight personnel in the USAF/NASA XB-70 Flight Research Program.

FOR THE COMMANDER

John S. McCollom

JOHN S. McCOLLOM
Director, Research Vehicles
Deputy for Systems Management

3 Atchs
1. Cy ltr fr ASZVE to AST, 28Sep66, w/1 atch
2. Cy ltr fr AST to ASZVE, 30ct66
3. Cy ltr fr AFSC (SCMO), no date, to ASD (ASZ)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SYSTEMS COMMAND

REPLY TO ATTN OF: SCMO

SUBJECT: XB-70 Pilot Assignments and Training (ASZ Ltr 10 Oct 66)

TO: ASD (ASZ)

1. The minimum prerequisities for XB-70 pilot and co-pilot qualifications were established by the XB-70 SPO in October 1962. When reviewed recently by Aeronautical Systems Division and AFFTC, it was their considered opinion that these prerequisities should be retained as the desired requirements for XB-70 flight.

2. In our opinion, these requirements are not excessive, and we feel that a waiver would be hard to justify in view of the national interest involved and the national attention now focused on this program.

3. It is suggested that NASA and USAF pilot resources be screened for individuals that meet the required prerequisites. If the screening is not productive, the required training time should be made available to the nominees either by AFSC or some other Command.

FOR THE COMMANDER

W E Bertram

W. E. BERTRAM, Colonel USAF
Director of Operations
DCS/Materiel

Atch #3

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

OFFICE OF
THE COMMANDER

SUBJECT: XB-70 Pilot Assignment and Training

8 AUG 1966

TO: ASD (ASZV)
Wright-Patterson AFB Ohio 45433

1. References:

a. ASD (ASVT) letter, 5 Oct 1962, Qualification of XB-70 Pilots.

b. ASD (ASZV) message 91059, Jul 1966.

2. Reference 1a above outlines the following minimum prerequisites for XB-70 pilot or copilot qualification:

a. 1,000 hours total jet time.

b. 200 hours first pilot multi-engine jet bomber.

c. 100 hours first pilot B-47/B-52 and/or B-58 within the preceding 12 months.

d. Minimum of 10 takeoffs and landings in B-58 aircraft within 90 days prior to initial B-70 flight.

3. Two additional pilots (one Air Force and one NASA) are recommended for participation in the XB-70 follow-on program. The Air Force pilot, Major Emil Sturmthal meets prerequisites 2a and 2b. Completion of prerequisite 2c will be dependent upon availability of designated aircraft. The only B-47 at Edwards will soon be transferred, and only limited B-52 pilot training time is available due to increased activity of the X-15 and M-2 programs which utilize the two Edwards B-52s as launch platforms. These conditions and the uncertain retention of TB-58 55-662 at Edwards make completion of prerequisite 2c doubtful and a request for waiver should be anticipated. Completion of prerequisite 2d is dependent upon completion of B-58 ground school training and availability of B-58 flight time. Major Sturmthal is presently stationed at General Dynamics, Ft Worth, Texas and will transfer PCS to Edwards about 15 Aug 66.

4. NASA Flight Research Center (FRC) has assigned Mr. Donald L. Mallick to participate in the B-70 program. While Mr. Mallick meets prerequisite 2a and his resume (Attachment 3) shows considerable diversified flight time, his experience in large aircraft is limited and he does not meet

prerequisite 2b. NASA has requested formal B-58 ground school for Mr. Mallick, starting 15 Aug 66, but final acceptance has not been received. Qualification to prerequisite 2c will be more difficult than for Major Sturmthal as under the present Air Force Flight Test Center (AFFTC) policy he will not be authorized to fly in the AFFTC B-52s.

5. Due to Mr. Mallick's lack of qualification to the ASZV prerequisites, ASZV concurrence with his assignment is requested. It is further requested that ASZV seek AFSC approval for Mr. Mallick's participation as pilot in the XB-70 program.

6. A definite date for the start of B-70 ground school cannot be recommended until Mr. Mallick's assignment is approved and Major Sturmthal's transfer is completed. It is anticipated that the earliest possible date would be 19 Sep 66 and that a later date is highly probable. The 19 Sep 66 starting date has been coordinated with the NASA Flight Research Center and Mr. Mallick will be available on or after that date.

H. B. MANSON
Brigadier General, USAF
Commander

3 Atch
1. ASD(ASVT) Ltr, 5 Oct 62 (1 cy)
2. ASD(ASZV) Msg, Jul 66 (1 cy)
3. School History, Donald L. Mallick, NASA Pilot and Flight Time Breakdown, D. L. Mallick (1 cy)

Cy to: NASA FRC (Mr. Bikle)
Edwards AFB Calif

File 10 MGA

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

REPLY TO ATTN OF: FTO

4 OCT 1966

SUBJECT: XB-70 Proficiency Training

TO: FTT

1. Reference is made to General Manson's statement "I approve unless there is a regulation or policy prohibiting it". This office has caused a survey to be made of pertinent regulations concerning this subject. No prohibitive regulation or policy has been found. To the contrary, paragraph 2-5f AFM 60-1 states that Civilian employees of another government agency or department may pilot USAF aircraft when professionally and physically qualified and it is necessary in the government's interest.

2. Due to the sensitive situation prevailing at the time however, it is believed advisable to keep AFSC informed as to our plan of action. Accordingly, a letter will be dispatched to AFSC to make it a matter of record with that headquarters.

GEORGE H. JOHNSTON, Colonel, USAF
Chief, Plans and Requirements

1 Atch
~~FTO ltr, to AFSC, same subj~~
w/basic request and Gen Manson comment of approval atchd

MEMO ROUTING SLIP	Never Use for Approvals, Disapprovals, Concurrences, or Similar Actions		ACTION
1 TO FTG		INITIALS	CIRCULATE
		DATE	COORDINATION
2 FTO			FILE
			INFORMATION
3			NOTE AND RETURN
			PER CONVERSATION
4 FTT			SEE ME
			SIGNATURE

REMARKS

This is a copy of our 30 Aug 66 letter to your office. The 30 Aug 66 letter was never received by you.

I approve unless there is a regulation or policy prohibiting it.

HOOM

FROM	DATE
FTTR/Maj Witty	21 Sep 66
	PHONE 74295

DD FORM 1 OCT 60 95 Replaces DD Form 94, 1 Feb 50, and DD Form 95, 1 Feb 50, which will be used until exhausted. 048-16-78270 2

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

REPLY TO ATTN OF: FTT

26 SEP 1966

SUBJECT: XB-70 Pilot Proficiency Training

TO FTG

During the USAF/NASA XB-70 Follow-on Program, two NASA pilots, Mr. Fitzhugh Fulton and Mr. Donald Mallick, are scheduled to participate as XB-70 pilots. An integral part of their planned flight training and proficiency program includes flight time in B-52 and TB-58 aircraft. Due to their status as NASA employees, AFFTC approval for Mr. Fulton and Mr. Mallick to operate AFFTC B-52 and TB-58 aircraft as pilot or copilot is requested. Normal USAF aircrew checkout requirements will be complied with.

Walter L. Moore Jr.
WALTER L. MOORE, JR., Colonel, USAF
Director, Systems Test

approved —

H G Monson
M/G USAF FTG

23-9-66

atch 1
w/1 atch

File 15 MGAB
F-1TC

Jul 70 37 '66

NNNNRTTU JAW RUCIFGA8949 2081757-UUUU-- RUWJBDA

ZNR UUUUU

R 271745Z

FM ASD WPAFB

TO RUWJBNA/AFPR NAA LOS ANGELES INTL APRT LOSA

RUWJBDA/AFFTC EDWARDS AFB CALIF

RUWGRO/NASA FRC EDWARDS AFB CALIF

BT

UNCLAS ASZV 91059 JUL 66. FOR CMR AT NAA, FOR XB-70 TEST FORCE AT AFFTC, FOR MR. BIKLE AT NASA. ASD DIRECTORATE OF RESEARCH VEHICLES IS IN RECEIPT OF PROPOSAL FROM NAA TO CONDUCT AN XB-70 GROUND TRAINING PROGRAM FOR TWO(2) GOVERNMENT PILOTS STARTING 1 SEP 66. ASSUMING AN XB-70 TEST PROGRAM AT LEAST THROUGH CALENDAR YEAR 1967, WHAT PLANS DO AFFTC AND NASA HAVE REGARDING NEW XB-70 PILOTS WHAT PERSONNEL ARE RECOMMENDED AND WHAT IS THEIR AVAILABILITY TO COMMENCE GROUND SCHOOL ON 1 SEP 66

BT

File 1C, MGA

FTTOB (Lt Col Fulton/73121) 13 Jul 1966

B-58 and XB-70 Ground School Training for Mr. Donald L. Mallick

FTTO

1. I recommend approval of Mr. Mallick as a NASA pilot participant in the XB-70A program. His flight resume shows considerable diversified flying time in both jet and recip airplanes, but his experience is very limited in large airplanes. Prior to flying the XB-70A, his participation in B-58 and B-52 flying is very important.

2. He should be immediately channeled into B-58 training to give him experience in high speed bomber class airplanes. He should also be approved to obtain some B-52 flying to give him experience in large airplanes.

3. Other than Mr. Butchart, the chief pilot, who has heavy administrative and supervisory responsibilities, Mr. Mallick is probably the best qualified FRC pilot to enter the XB-70 program.

FITZHUGH L. FULTON, JR., Lt Colonel, USAF
Chief, Bomber-Transport Operations Division

File 10 MGA FTTOB

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	June 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X	X	X																				
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
September 1962	May 1966	--------	----------	---------

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

1. FTTB was notified on 6 July 1966 by Mr. Robert McLane, FTOO, that through coordination with Colonel Cate, Deputy for Systems Test, LIC 1072 has been cancelled and that pilot training information formally under LIC 1072 will now be reported under LIC 1070.

2. No pilot training was accomplished under LIC 1072 during June 1966.

3. This is a final report (See paragraph 1 above).

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF [illegible]
7 July 1966	FTTB 74295	for JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1C, MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, CSP OR TEST NUMBER
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	May 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X	X	X																				
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
September 1962	May 1966	------	------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 Project Pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was 11+40 hours and was flown as follows:

		TB-58	B-52
Air Force	Colonel Joseph Cotton	3+20	None
	Lt Colonel Fitzhugh Fulton	5+50	None
	Major Carl Cross	2+30	None
NASA	Mr. Joe Walker	None	None
NAA	Mr. Al White	None	None
	Mr. Van Shepard	None	None

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 June 1966	FTTB 42951	For Bernard Gallagher JOSEPH F. COTTON, ~~Colonel~~, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 10" MGA

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	April 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X	X	X																				
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
September 1962	March 1966	--------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

1. The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, high speed jet aircraft and not just to build up flying time.

2. No time was flown on this LIC this month.

3. All Pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 May 1966	FTTB 42951	JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1C MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	March 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
NEW SCHEDULE	X	X	X	X	X	X	X	X	X	X	X	X																				
CHG CODE J																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
September 1962	March 1966	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 Project Pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

Two additional pilots have been attached and started XB-70 ground school this month --- Major Carl Cross (FTTOB) and Mr. Joe Walker (NASA FRC).

The total time flown on this line item code was 7+30 hours and was flown as follows:

		TB-58	B-52
Air Force	Colonel Joseph Cotton	2+50	None
	Lt Colonel Fitzhugh Fulton	1+50	None
	Major Carl Cross	None	None
NASA	Mr. Joe Walker	2+50	None
NAA	Mr. Al White	None	None
	Mr. Van Shepard	None	None

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 April 1966	FTTB 42951	for JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 AUG 62 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 10 MGA

INSTRUCTIONS

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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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	February 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September 1962	February 1966	----------	---------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 Project Pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was 5:20 hours and was flown as follows:

Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
TB-58 2+40	TB-58 None	TB-58 None	TB-58 2+40

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
2 March 1966	FTTB 42951	for JOSEPH F. COTTOM, Colonel, USAF, XB-70A Test Director

AFFTC FORM 29 AUG 62 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 1011 MGA

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	January 1966

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September 1962	January 1966	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 Project Pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was ~~6:40~~ 11:20 hours and was flown as follows:

Contr. Pilot #1	Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
None	B-52	None	B-52	2+20	B-52	2+20
None	B-47	2+20	B-47	4+20	B-47	None
Totals		2+20		6+40		2+20

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
7 February 1966	FTTB 42951	for JOSEPH F. COTTON, Capt, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 10th MGA

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	December 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September '62	November '65	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

1. The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, high speed jet aircraft and not just to build up flying time.

2. No time was flown on this LIC this month.

3. All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
11 Jan 1966	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 10" MGA

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	October 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September 1962	August 1965	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

1. The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, high speed jet aircraft and not just to build up flying time.

2. No time was flown on this LIC this month.

3. All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
8 Nov 1965	FTTB 42951	Major JOSEPH F. COTTON, ~~Colonel~~, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 1077/MGF

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	September 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September 1962	August 1965	----------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

1. The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

2. No time was flown on this LIC this month.

3. All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 October 1965	FTTB 42951	JOSEPH F. COTTON XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 10 MGA

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	August 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
NEW SCHEDULE																																
CHG CODE																																

9. FIRST FLIGHT/~~XXXX~~	10. LATEST FLIGHT/~~XXXX~~	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
September 1962	August 1965	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was 6:40 hours and was flown as follows:

	Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
B-58	None	None	None	None
B-52	None	None	None	None
B-47	None	4+20	2+20	None
Totals	None	4+20	2+20	None

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
2 September 1965	FTTB 42951	JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 AUG 62 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1C' MGA

ROJECT 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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	July 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 66												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	X	X	X	X																						
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
September 1962	July 1965	----------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time:

The total time flown on this line item code was 19:10 hours and was flown as follows:

	Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
B-58	1+50	1+45	5+35	2+00
B-52	None	None	None	None
B-47	3+00	2+00	3+00	None
Totals	4+50	3+45	8+35	2+00

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 August 1965	FTTB 42951	Jerome L. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 10 MGA

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	June, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
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
September '62	Jun 65	----------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time:

The total time flown on this line item code was 9:40 hours and was flown as follows:

	Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
	B-58	None	B-58	None	B-58	2+20	B-58	2+20
	B-52	None	B-52	None	B-52	None	B-52	None
	B-47	2+30	B-47	None	B-47	2+30	B-47	None
Totals		2+30		None		4+50		2+20

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
9 Jul 65	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 10" MG

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	May, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
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
September '62	May '65	----------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time:

The total time flown on this line item code was 10:00 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	3+55	B-58	None	B-58	3+55	B-58	2+10
B-52	None	B-52	None	B-52	None	B-52	None
B-47	None	B-47	None	B-47	None	B-47	None
Totals	3+55		None		3+55		2+10

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
7 Jun 65	FTTB 42951	for JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 10' MGA

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	April, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
NEW SCHEDULE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										
CHG CODE J																																

9. FIRST FLIGHT/TEST	10. LATEST FLIGHT/TEST	11. FINAL FLIGHT/TEST	12. TOTAL FLIGHT HRS REQ	13. ACFT SERIAL NR
September '62	April '65	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The Secretary of the Air Force, directive 65-9, dated 31 March 1965 extended the program from November 1965 to April 1966.

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time:

The total time flown on this line item code was 27:25 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	2+30	B-58	None	B-58	None	B-58	None
B-52	None	B-52	None	B-52	7+05	B-52	None
B-47	3+30	B-47	3+50	B-47	10+30	B-47	None
Totals	6+00		3+50		17+35		None

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
4 May 1965	FTTB 42951	JOSEPH F. COTTON, Colonel, USAF XB-70 Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1011 MG

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
110A	0201	SOR 082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	72P	March, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	March '65	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time:

The total time flown on this line item code was 8:50 hours and was flown as follows:

	Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
	B-58 None	B-58 None	B-58 2+15	B-58 1+45
	B-52 1+15	B-52 None	B-52 None	B-52 1+15
	B-47 None	B-47 None	B-47 2+20	B-47 None
Totals	1+15	None	4+35	3+00

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

Note: This is not a change in Project office

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 Apr 65	FTTB 42951	GUY M. TOWNSEND, Colonel, USAF Deputy for Systems Test

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

File 101 MGA

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
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	February, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	February '65	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was 9:50 hours and was flown as follows:

	Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
B-58	1+40	3+15	4+55	None
B-52	None	None	None	None
B-47	None	None	None	None
Totals	1+40	3+15	4+55	None

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
3 March 1965	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1C MG

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	January, 1965

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	January '65	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level during the XB-70 Flight Test Program. The objective is to maintain the pilots' proficiency in large, highspeed jet aircraft and not just to build up flying time.

The total time flown on this line item code was 26:10 hours and was flown as follows:

	Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2
B-58	None	3+15	3+15	6+30
B-52	None	None	None	None
B-47	5+20	2+30	5+20	None
Totals	5+20	5+45	8+35	6+30

These totals do not reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
3 February 1965	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

F JECT STATUS REPORT

File 100 MGA

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	October, 1964

7. TITLE AND OBJECTIVE

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	October '64	----------	----------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 17:35 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	1:30	B-58	2:30	B-58	3:45	B-58	None
B-52	None	B-52	None	B-52	2:50	B-52	None
B-47	None	B-47	3:30	B-47	3:30	B-47	None

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
12 November 1964	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 AUG 62 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

ROJECT STATUS REPORT

File 10" MGA

INSTRUCTIONS

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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
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	September, 1964

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	September '64	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 27:40 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	3:00	B-58	3:20	B-58	3:00	B-58	3:30
B-52	3:15	B-52	None	B-52	2:00	B-52	5:15
B-47	2:10	B-47	None	B-47	2:10	B-47	None
Totals	8:25		3:20		7:10		8:45

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 October 1964	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 10 MGA

:OJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	August, 1964

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	August '64	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 29:05 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	6:35	B-58	6:25	B-58	8:10	B-58	6:35
B-52	None	B-52	None	B-52	None	B-52	None
B-47	None	B-47	None	B-47	None	B-47	None
Totals	6:35		6:25		8:10		6:35

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

In addition to the B-70 pilot flying, a FTTO crew flew one flight for 1 + 20 hrs which was charged to this project number. No B-47 or B-52 flying available for B-70 pilots this month.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
8 September 1964	FTTB 42951	for JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

FTTB

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

. ROJECT STATUS REPORT

File 101 MGF

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	71F	June, 1964

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE

	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	June '64	--------	--------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 17:30 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	2+00	B-58	0+35	B-58	2+35	B-58	None
B-52	None	B-52	None	B-52	None	B-52	None
B-47	3+00	B-47	3+10	B-47	6+10	B-47	None
Totals	5+00		3+45		8+45		None

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
7 July 1964	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

FTTOB

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A SOR082
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	May, 1964

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	May '64	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 21:20 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	None	B-58	None	B-58	4+50	B-58	4+50
B-52	None	B-52	None	B-52	None	B-52	None
B-47	None	B-47	None	B-47	5+50	B-47	5+50
Totals	None		None		10+40		10+40

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 June 1964	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

FTTOB

FUTON

FTO INFO COPY

File 10th MCP

Organization FTTB

WORKSHEET FOR RESOURCE REQUIREMENTS – AFSC FORM 33

ELEMENT/PROJECT	TEST	RESOURCES	FISCAL YEAR 64	65	66	67	68	69	70	71	72	73
64403034	XB-70 Cat. I Sys Dev. & Eval. Test	Mission Mil Man-years	3	3 1	3 1	3 1	3 1	3 1	3 1	Above Ceiling		
		MTS Civ MAN-YEARS	1	1	1 1	1 1	1 1	1 1	1 1	N/I Ceiling		
		Facilities			FOLLOW-ON TEST REQM'T							
		610-680	N/A	Present program includes 180 flight hours and 23 maintenance months on two air-								
		690	N/A	craft. This program is scheduled to be completed in the second quarter of FY 66								
		Mission Man-years		(Nov 1965). Follow-on testing will depend on operational and research require-								
		MTS		ments as may be directed by USAF Hqs, FAA, or NASA. This might include such as:								
		Facilities			1. Weapon Control System Tests to include bomb bay environment on various							
		610-680			families of special weapons and operational effectiveness as a							
		690			missile launcher.							
		Mission Man-years			2. Supersonic Transport Data to include stability and control, thermal							
		MTS			environment, skin friction, base drag, panel response, gust loads,							
		Facilities			acoustics, landing loads and fatigue.							
		610-680										
		690					JOSEPH F. COTTON, Colonel, USAF					
		Mission Man-years					XB-70A Test Director					
		MTS										
		Facilities										
		610-680										
		690										

AFFTC FORM MAR 64 OT-112 OBSOLETE 1 JUN 64.

File 10" MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37A	71F	July, 1964

7. TITLE AND OBJECTIVE

Proficiency Training for B-70 Pilots

8. SCHEDULE	CURRENT FY 65												FY 66												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	X	X	X	X	X	X	X	X	X	X	X	X														
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
September '62	July '64	--------	--------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 2:10 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	None	B-58	None	B-58	None	B-58	None
B-52	None	B-52	None	B-52	2:10	B-52	None
B-47	None	B-47	None	B-47	None	B-47	None
Totals	None		None		2:10		None

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

TB-58 No. 662 was at Kelly AFB all month for repair and inspection. B-47 No. 514 was on TDY project and out for maintenance all month. Except for the one flight to give Colonel Cotton an annual proficiency and recurrency check the B-52 Mothership were scheduled for X-15 drops and out for maintenance.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT DIRECTOR
4 August 1964	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

Lt/Col Fulton File 10: MGA

NNNNZCZCBFA3292CJQE659

JUL 10 00 48 '64

RR RUWHBF

DE RUEAHQ 349 09/2047Z

ZNR

R 092047Z

FM CSAF

TO RUEAGL/AFSC

INFO RUCDGU/ASD WPAFB OHIO

XRUWHBF/AFFTC EDWARDS AFB CALIF

RUWHNF/AFPRO N AMERICAN LOS ANGELES DIV LOS ANGELES INTL APRT CALIF

BT

UNCLAS AFXOPSS 94368

REF AFSC SCMOO-2/2-7-26, 2 JUL 64, THAT REQUESTED APPROVAL FOR NAA XB-70 TEST PILOTS TO ACCOMPLISH CONTINUATION TRAINING IN AIR FORCE MULTI-JET AIRCRAFT. APPROVAL GRANTED. IT IS CONSIDERED ESSENTIAL THAT XB-70 CONTRACTOR TEST PILOTS MAINTAIN NECESSARY PROFICIENCY IN MULTI-JET AIRCRAFT SO AS TO ASSURE SUCCESSFUL BX-70 TESTS AND TO PROTECT USAF INVESTMENT IN PROGRAM. AIR FORCE DIRECTIVES GOVERNING CONTRACTOR PILOT FLIGHTS IN AIR FORCE AIRCRAFT APPLY.

BT

File 101 MCA

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
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	April, 1964

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	April '64	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 10:40 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	None	B-58	None	B-58	None	B-58	None
B-52	2+20	B-52	None	B-52	2+20	B-52	None
B-47	3+00	B-47	None	B-47	3+00	B-47	None
Totals	5+20		None		5+20		None

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT ENGINEER
5 May 64	FTTB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

FTTB

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

X

File 1CH MGA

FTTOB/Lt Col Lewis/31211

B-58 Pilot Familiarization Program 10 Apr 1964

FTT

1. TB-58 #662 has been used to maintain a high level of proficiency for the two AFFTC pilots and two NAA pilots assigned to the XB-70 program. Slippages in the XB-70 program have resulted in the NAA pilots acquiring more B-58 flight time than originally planned or thought necessary. There will be a continuing need to maintain a desirable level of pilot proficiency for the XB-70 pilots. Two flights per week are considered adequate for this purpose.

2. The TB-58 is scheduled for return to Edwards AFB from "Hustle Up" on or about 21 May 1964. Approximately two weeks after return it should be down for a phase inspection. Assuming one month for the phase inspection, the TB-58 would be active starting 1 July 1964.

3. As of 1 July 1964, the AFFTC will no longer have B-58 #066 or B-58 #665. B-58 #666 will not be in flight status, but on barrier tests. With the TB-58 fresh out of "Hustle Up" and a phase inspection, and increased maintenance capability from the other three B-58's, a marked increase in sortie rate for the TB-58 should be expected.

4. Chase requirements for the XB-70 will establish scheduling priority. Two flights per week, including XB-70 chase flights, are expected to be adequate for the XB-70 program. An additional two flights per week could be reasonably expected by scheduling two flights per day on a two day per week basis.

5. Although the XB-70 test program established the justification for the assignment of the TB-58, there are valid justifications for TB-58 flights in support of known and anticipated test programs. It has become as important that the AFFTC have an increased test pilot capability in large supersonic aircraft as it is important that the NAA pilots maintain proficiency.

6. Starting 1 July 1964, request that all TB-58 flights in excess of two flights per week (not to interfere with the XB-70 program), be authorized to develop and increase experience within FTTO. Further, that FTT establish an authorized list to include all pilots assigned to FTTOB-1 and FTTOB-2 in order of priority. All flights will be scheduled with an authorized FTTOB Instructor Pilot in command. Pilots

authorized to participate in the proposed TB-58 familiarization program will be required to complete a normal and emergency procedures training course to be conducted periodically by FTTOB. MTD or FTD course should not be a requirement.

7. It is suggested that a list of pilots authorized to participate in the TB-58 familiarization program will include, but not be limited to:

Lt Colonel Harold E. Collins
Lt Colonel Harry Andonian
Major Joe S. Schiele
Major Russell P. Bement
Major Carl S. Cross
Major Gay E. Jones
Major Tommie D. Benefield
Captain William R. Loewe
Flt Lt Frederick D. Cretney

HAROLD E. COLLINS
Lt Colonel, USAF
Director, Flight Test Operations

File 10th MGP

PROJECT STATUS REPORT

INSTRUCTIONS

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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
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	February, 1964

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64						FY 65																		FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	February '64	--------	--------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 27:55 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-50	1 + 50	B-58	3 + 50	B-58	5 + 40	B-58	5 + 45
B-52	2 + 10	B-52	None	B-52	4 + 20	B-52	None
B-47	None	B-47	2 + 10	B-47	2 + 10	B-47	None
Totals	4 + 00		6 + 00		12 + 10		5 + 45

NOTE:- In addition, both contractor and Air Force pilots accomplished two B-58 flights on Line Item Code 1070 on XB-70 First Flight Rehearsal on 6 Feb 64.

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
9 Mar 64	FTTB 42951	Joseph F. Dutton JOSEPH F. DUTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

FTTOB

PROJECT STATUS REPORT

File 101 MGA

INSTRUCTIONS

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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
[redacted]	[redacted]	[redacted]
4. AFFTC PROJECT DIRECTIVE NR	**5. ARDC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	January, 1964

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64						FY 65																		FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	January '64	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 23:30 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	5 + 10	B-58	5 + 35	B-58	4 + 25	B-58	5 + 25
B-52	None	B-52	None	B-52	None	B-52	2 + 55
B-47	None	B-47	None	B-47	None	B-47	None
Totals	5 + 10		5 + 35		4 + 25		8 + 20

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
10 Feb 64	FTGB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 APR 60

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTC03

File 10" MGF

PROJECT STATUS REPORT

INSTRUCTIONS

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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
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	December 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	December '63	-------	-------	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code was 28:25 hours and was flown as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Mr. Val Prahl Gen. Dynamics Ft Worth	
B-58	2 + 00	B-58	6 + 05	B-58	6 + 00	B-58	3 + 30	B-58	2 + 40
				B-52	2 + 40	B-52	2 + 40		
				B-47	2 + 50				
				Total	11 + 30	Total	6 + 10		

NOTE:- This Center has agreed to, at the request of AFPRO, General Dynamics, Ft Worth, Texas and ASD, keep Mr. Prahl current in the B-58. In this case an XB-70 support aircraft was used and time logged accordingly.

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
6 Jan 64	FTGB 42951	Joseph F. Cotton JOSEPH F. COTTON, Colonel, USAF XB-70A Test Director

FTFOB

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 10" MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. AFSC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	November 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September '62	November '63	———	———	N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/A	N/A	N/A	N/A	N/A	N/A

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1	Contr. Pilot #2	Air Force Pilot #1	Air Force Pilot #2	Test Director
None	None	B-58 1 + 30	None	None

SPO Director

None

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 December 63	FTGB 42951	GUY H. TOWNSEND, Colonel, USAF XB-70A Test Director

FTGB

AFFTC FORM AUG 62 29 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

File 1CH MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. ARDC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	October, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 65												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September 62	October 63	------		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
B-58	5:15	B-58	2:25	B-58	5:10	B-58	7:05	B-58	2:25
B-52	2:00	B-52	5:00	B-52	13:00	B-52	2:50		
B-47	4:30			B-47	4:30				
Totals	11:45		7:25		22:40		9:55		2:25

SPO Director	
B-58	2:10

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 November 1963	FTGB 42951	GUY M. TOWNSEND, Colonel, USAF XB-70A Test Director

AFFTC FORM APR 60 29 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTGOB

'File 10' MGA

PROJECT STATUS REPORT

INSTRUCTIONS

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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
2101	0201	02210A

4. AFFTC PROJECT DIRECTIVE NR	5. ARDC PRIORITY	6. REPORTING PERIOD
63-37	05	September 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												FY 64												FY 65 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September 1962	September 1963	———		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/A	N/A	N/A	N/A	N/A	N/A

20. REMARKS

Line Item Code 2072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
B-58	8:00	B-58	7:25	B-58	11:30	B-58	16:20	B-58	2:05
		B-47	3:00			B-52	2:35	B-52	2:55
Totals	8:00		10:25		11:30		18:55		5:00

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
3 October 1963	FTOB 2951	Guy M. Thomas, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 APR 60

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTOB

PROJECT STATUS REPORT

File 10" MGA

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	801110A

4. AFFTC PROJECT DIRECTIVE NR	5. ARDC PRIORITY	6. REPORTING PERIOD
63-37	05	August 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 64												FY 63												FY 66 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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
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
September 1962	August 1963	———		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/A	N/A	N/A	N/A	N/A	N/A

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
B-58	2:50	B-58	2:15	B-58	2:50	B-58	2:15	B-47	3:15
B-52	2:10	B-52	2:00	B-52	2:00	B-52	2:10		
		B-47	2:35	B-47	3:15				
Totals	5:00		6:50		8:05		4:25		3:15

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
9 September 1963	FTOB 42951	GUY M. TOWNSEND, Colonel, USAF XB-70A Test Director

FTOB

AFFTC FORM 29 APR 60

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROJECT STATUS REPORT

File 10 MGA

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
110A	0201	SE110A
4. AFFTC PROJECT DIRECTIVE NR	**5. ARDC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	July, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												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	X	X	X	X	X	X																				
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
September 63	July 63	———		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072:

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
B-58	12:25	B-58	4:10	B-58	11:50	B-58	4:30	B-58	2:15
B-52	2:20			B-52	2:20				

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
8 August 1963	FTGB 42951	GUY M. TOWNSEND, Colonel, USAF XB-70A Test Director

AFFTC FORM 29 APR 60

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTGDB

PROJECT STATUS REPORT

File 10" MGA

INSTRUCTIONS

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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
110A	0202	6P110A

4. AFFTC PROJECT DIRECTIVE NR	5. ARDC PRIORITY	6. REPORTING PERIOD
63-37	05	June, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												FY 64												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			S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
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
Sept 63	June 63	------		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/A	N/A	N/A	N/A	N/A	N/A

20. REMARKS

Line Item Code 1072

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
8-58	4:30	8-58	10:05	8-58	4:30	8-58	None	8-58	21:5

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
5 July 1963	FTOB 2931	Carl R. Tomlinson, Colonel, USAF XB-70A Test Director

AFFTC FORM APR 60 29

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTCO B

PROJECT STATUS REPORT

"File 10" MGA

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
110A	0202	SM110A

4. AFFTC PROJECT DIRECTIVE NR	5. ARDC PRIORITY	6. REPORTING PERIOD
63-37	05	May, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												FY 64												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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
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
Sept 63	May 63	———		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contr. Pilot #1		Contr. Pilot #2		Air Force Pilot #1		Air Force Pilot #2		Test Director	
B-58	7:35	B-58	13:00	B-58	8:50	B-58	12:50	B-58	4:10

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
7 Jun 63	FTOB 42951	GUY M. TOWNSEND, Colonel, USAF XB-70 Test Director

FTFOB

AFFTC FORM 29 APR 60

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

File 10 [illegible]

PROJECT STATUS REPORT

INSTRUCTIONS

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1. PROGRAM STRUCTURE	2. PROJECT NR OR SYSTEM TEST OBJ NR	3. TASK, ESP OR TEST NUMBER
110A	0201	[illegible]
4. AFFTC PROJECT DIRECTIVE NR	**5. ARDC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	April, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												FY 64												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			S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
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
Sept 1963	April 63	———		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/A	N/A	N/A	N/A	N/A	N/A

20. REMARKS

Line Item Code 1072

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contractor Pilot #1		Contractor Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-58	3:00	B-47	12:50	B-47	21:00	B-47	12:50

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
3 May 63	FTOB 12951	GUY M. TOWNSEND, Colonel, USAF XB-70 Test Director

AFFTC FORM APR 60 29 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTOB

B-70

PROJECT STATUS REPORT

File 10" MGA

INSTRUCTIONS

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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
1106	0201	SD110A
4. AFFTC PROJECT DIRECTIVE NR	**5. ARDC PRIORITY**	**6. REPORTING PERIOD**
63-37	05	March, 1963

7. TITLE AND OBJECTIVE

Proficiency Training XB-70 Pilots

8. SCHEDULE	CURRENT FY 63												FY 64												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			S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
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
Sep 1962	Mar 1963	---		N/A

14. % PLANNING COMPLETED	15. % INSTRUMENTATION COMPLETED	16. % TESTING COMPLETED	17. % DATA REDUCTION COMPLETED	18. % REPORT COMPLETED	19. % TOTAL COMPLETED
N/R	N/R	N/R	N/R	N/R	N/R

20. REMARKS

Line Item Code 1072

The purpose of this project is to provide bomber aircraft transition for both the Contractor and Air Force XB-70 project pilots in order to keep their proficiency at a high level preparatory to flight testing the XB-70. As a planning guide an effort will be made to get each pilot a minimum of 100 hours of heavy bomber time in the 12 months preceding the flights in the XB-70. The objective is to maintain the pilots proficient in bomber aircraft and not to just build up flying time.

The total time flown on this line item code is as follows:

Contractor Pilot #1		Contractor Pilot #2		Air Force Pilot #1		Air Force Pilot #2	
B-52	41:15	B-52	28:25	B-52	51:15	B-52	23:15
B-47	24:15	B-47	41:20	B-47	53:25	B-47	23:10
B-58	17:20	B-58	13:10	B-58	14:00	B-58	0

These totals do not necessarily reflect the pilots' total time flown in these aircraft during this time period.

All pilots have met the requirements to date.

21. DATE	22. OFFICE SYMBOL AND TELEPHONE EXT	23. SIGNATURE OF PROJECT OFFICER
17 Apr 63	FTOB 42951	GUY M. TOWNSEND, Colonel, USAF XB-70A Test Director

AFFTC FORM APR 60 29 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

FTTC B

Fritz — for your info — Zeke

"File 10" MGA

10 January 1964

H. Z. Hopkins
Department 186
Edwards AFB

Roy Ferren
Department 186
Los Angeles

3581

Flight Status Requirements

Information regarding requirements for flight status of A. S. White and V. H. Shepard is submitted as follows:

A. S. WHITE

Requirement	Date and Place		Checked by
Physical	8-15-63	NAA	Dr. R. T. Donaldson
Physiological/ Alt. Indoctrination	9-17-62	EAFB	Major R. N. Richardson
Survival School (Land)	4-3-63	EAFB	Survival Training and Personal Equipment School

FAA Pilot's License Comm. No. 38355, Single-engine, Multi-engine Land Instrument
Date of Birth: 9 December 1918

V. H. SHEPARD

Physical	9-5-63	NAA	Dr. R. T. Donaldson
Physiological/ Alt. Indoctrination	9-17-62	EAFB	Major R. N. Richardson
Survival School (Water)	10-23-62	Catalina Channel	NAA
Survival School (Land)	6-19-63	EAFB	Survival Training and Personal Equipment School

FAA Pilot's License Comm. No. 238580, Single-engine, Multi-engine Land Instrument Rotorcraft - Helicopter

Date of Birth: 4 October 1924

Roy Ferren

Roy Ferren, Manager
Flight Test

RF:LI:ja

File 10F MGA

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER (AFSC)
UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA

17 Dec 1962

PROJECT DIRECTIVE NO: 63-37

TITLE OF PROJECT: Proficiency Training for B-70 Pilots.

1. Program Structure: 110A
2. Priority: AFSC - 05B AFFTC - 05
3. AFFTC Line Item Code No. 1072

PRELIMINARY STAFF CONSIDERATION: ASD message, ASVT-6-9-01, to AFSC establishes the minimum prerequisites for XB-70 Pilot Qualification. These requirements are:

A. 1000 hours total jet.
B. 200 hours First pilot multi-engine jet bomber.
C. 100 hours First pilot B-47, B-52 and/or B-58 within the preceding 12 months (A3J and Boeing 707 acceptable).
D. 10 Take-offs and landings in B-58 in preceding 90 days.

SCOPE OF PROJECT: B-58 S/N 55-666 was assigned to the AFFTC 17 Nov 62 to help meet the above requirements in addition to providing chase for the B-70. A TB-58 will arrive approximately April 1963 for the same reason. B-47, B-52 and B-58 pilot time will be provided the XB-70 pilots to the extent possible to meet the above prerequisites and on a non-interference basis with test programs in the case of B-47 & B-52 time. The scheduling of the flights will be worked out between FTGB and FTFD in close coordination with FTE.

SCHEDULE: Start approximately 1 September 62 and continue through 1965.

IMPLEMENTATION REQUIRED:

1. Col Guy Townsend, FTGB, Tel. ext. 42951 is the Test Director and will be responsible for planning, directing, documenting and coordinating the program.

2. All other AFFTC organizations will comply with AFR 80-14/AFFTC SUP 1 as pertains to this program.

3. The DCS/Comptroller will comply with AFR 80-14/AFFTC SUP 1. The program is not reimbursable.

AUTHORITY: Direct contact with interested agencies is authorized. Any changes, additions to or deletions from this program will be coordinated through the Project Officer who will, in turn, take appropriate action.

FOR THE COMMANDER

H H Withers, Col

CLAY TICE, JR., Colonel, USAF
DCS/Plans & Operations

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

File IC MGA

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK	MULTI	SINGLE			
INFO			X	AF		

FROM:

AFFTC EDWARDS AFB CALIF

TO:

AFSC ANDREWS AFB MD

SPECIAL INSTRUCTIONS

UNCLAS FTFOB 30-11 E.

FOR SCMDO-2 (COL BENNETT). REQUEST A WAIVER OF AFSC REGULATION 60-11 FOR MR. ALVIN WHITE AND MR. VAN SHEPARD NAA B-70 PILOTS. THE REGULATION STATES THAT A PILOT MUST BE CURRENT AND QUALIFIED IN DELTA WING AIRCRAFT PRIOR TO CHECKOUT IN THE B-58. MR. WHITE AND MR. SHEPARD HAVE EACH ACCOMPLISHED TWO FLIGHTS IN A TB-58 AIRPLANE AND HAVE COMPLETED EIGHT LANDINGS IN THE AIRPLANE. EACH OF THE PILOTS WILL BE QUALIFIED IN F-100 AIRPLANE PRIOR TO FLYING THE AFFTC B-58 WHICH HAS BEEN PROVIDED FOR B-70 PILOT TRAINING. THE AFFTC DOES NOT HAVE A F-102 OR F-106 AVAILABLE FOR DELTA WING CURRENCY BUT FEELS THAT F-100 CURRENCY AND EXPERIENCE IN TB-58 IS MORE THAN ADEQUATE TO MEET THE INTENT OF THE AFSC 60-11 REGULATION.

DATE	TIME
30	
MONTH	YEAR
NOV	1962

WRITER

SYMBOL: FTFO

TYPED NAME AND TITLE (Signature, if required): HAROLD E. COLLINS, Lt Colonel, USAF

PHONE 31161 | PAGE NR. 1 | NR. OF PAGES 1

SECURITY CLASSIFICATION

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE

CLAY TICE, JR.
Colonel, USAF
DCS/Plans and Operations

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

file B-58 for B-70

~~File 201 MGA~~

FTFOB

XB-70 Pilot Training 27 Nov 62

FTFO

1. Reason for Training:

a. The B-70 System Project Office has established the following minimum requirements for all XB-70 pilots, whether military or contractor.

(1) One thousand hours total jet hours.

(2) Two hundred hours first pilot multi-engine jet bomber.

(3) One hundred hours first pilot B-47, B-52 and/or B-58 within the 12 months preceeding flight in XB-70.

(4) Ten takeoffs and landings within 90 days of flight in XB-70.

b. The contractor pilots, as of early September, needed 66 hours (Mr. White) and 76 hours (Mr. Shepard) to complete the required 100 hours within the 12 month period prior to first flight. They, also, needed essentially all of the B-58 requirements. The contractor presently has no capability of providing any type of heavy bomber flight time.

c. It is impractical and undesirable for the XB-70 pilots to be away from the Los Angeles/Palmdale/Edwards area for prolonged periods. They are greatly needed for simulator flights and consultant work. Therefore, it was not possible for them to obtain the necessary hours from operational units. SAC was, also, reluctant to provide the time.

d. After a request from ASD, the Center agreed, with AFSC approval, to provide as much flight time as possible to meet these requirements.

2. Action taken locally:

a. B-58 training airplane was requested and USAF has recently provided an early prototype model for this training. Acceptance inspection is in progress.

b. B-47 and B-52 flight hours have been provided as follows:

	September	October	November
Mr. White	None	9:30 (4 missions)	15:45 (4 missions)
Mr. Shepard	11:20(5 miss)	29:35 (7 missions)	7:35 (2 missions)

3. Flight hours for the contractor pilots will continue at least until first flight of the XB-70 and probably on a less frequent basis thereafter. First flight has recently slipped from December 1962 until some unannounced date early in 1963.

FITZHUGH L. FULTON, JR.
Major, USAF

File 10" MGA

HEADQUARTERS

Aeronautical Systems Division

AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE

OCT 5 1962

ASVT

Qualification of XB-70 Pilots

AFFRO

IN TURN TO: N American Avn Inc
Los Angeles Intl Aprt
Los Angeles 9, Calif

1. Reference: NAA letter 62LA 14083-186.

2. The following minimum prerequisites for qualification as B-70 pilot or copilot have been previously established:

a. 1000 hours total jet time.

b. 200 hours first pilot multi-engine jet bomber.

c. 100 hours first pilot B-47/B-52 and/or B-58 within the preceding 12 months.

d. Minimum of 10 take-offs and landings in B-58 aircraft within 90 days prior to initial B-70 flight.

3. First pilot time in the A3J is considered acceptable toward fulfilling the requirements of subparagraphs b. and c. above.

FOR THE COMMANDER:

EDWARD J. McRAY, JR.
Colonel, USAF
Deputy Director for Procurement & Production
B-70 System Program Office

Copy to:
AFFTC (FTGB)

AFFTC (FTGB) Edwards AFB, Calif

atch 1

File IC MGA

INA-C-1 Rev. 2-62

ACTION & REPLY

4-30-

SWANSON	
Adams, C.	1
Ferrell, C. (2)	
Evans, R. E.	
HARRIS, H. (4)	
KEMP, R. H.	
Kleinwatcher	
Ward, J. B.	1
Hiles, R.	1
Hodder	
Prescott	
PEITZKE	
May, W. (3)	
Hargrove (3)	
Vieropolus (3)	
STROH, G.	
Kezich, F. (4)	
SPIVAK	
Kochever	
Triche	
Embody	
Fuller	
Peterson	
Leo, T.	
Routh	
Pribil	
Boake (5)	
Weissenb'ger	
Dawson, R.	
Shank	
Meyer	
Reikles	
Allen (2)	
Imsande	
Varney	
Mason, P.	
Griffin	
Swain	
Rogerson	
Patch	
Burhop	
Colby	
Stiger	1
Peterson, B.	
Rose, E. K.	
Robinson	
Taylour	
Kurtz	
Opheim	
McMullin	
Lindley, C.	
Rose, L. M.	
Holladay	
Wendt	
Christensen	
McLean, W.	
Bang, R.	
Schleicher	
LoPresti	
Hogo	
Payne, E.	
Lunn, R.	
Spalding (3)	
Mellinger	2
Farren	
Ince	
Roberts, J. O.	
Cokeley	
Stacey	
White	
Brecha - DATA	
B-70 File	
Tec File	

EWA
Mr. Hopkins - 18+

Eng. Notes

28 March 1962

62LA 0861-186

Subject: Contract AF33(600)-42058
B-70 Prototype Program
Aircrew Training for Contractor Pilots

To: Air Force Plant Representative, Los Angeles

In turn to: Western Contract Management Region
Air Force Station
Mira Loma, California

In turn to: Aeronautical Systems Division
Wright Patterson AFB, Ohio

Attention: B-70 SPO, ASV

Reference: (a) Air Force Regulation 50-3, dated 27 April 1960
(b) NAA Letter, 62LA 0846-186, dated 23 March 1962

1. In order to provide maximum flight experience for Contractor test pilots in preparation for the XB-70 Flight Test Program, it is essential that the Air Force provide flight time in tactical aircraft most nearly approaching the XB-70 in flight attitude and handling characteristics. The B-58 is most suitable for this purpose.

2. Reference (b) was submitted to Air Training Command, in accordance with reference (a), requesting two spaces in the B-58 FTD Aircraft Familiarization Course 1235D-1 for North American pilots A. S. White and H. Z. Hopkins, Jr., with a completion date of 1 July 1962.

3. It is requested that the Air Force Flight Test Center furnish B-58 Flight Familiarization Training at Edwards Air Force Base beginning 1 July 1962 for pilots A. S. White and H. Z. Hopkins, Jr.

4. Messrs. White and Hopkins have finished the SAC B-52 Aircrew Training Course at Castle Air Force Base and are qualified as B-52 Aircraft Commanders.

5. Messrs. White and Hopkins' security clearances are SECRET and their addresses c/o NAA, Inc., Los Angeles Division, International Airport, Los Angeles 9, California.

6. DD Forms 1279 and 127-X-1 (Request for Government Approval of Contractor's Personnel) are enclosed.

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

W. A. Spivak

W. A. Spivak
Chief Engineer

WAS:GRM:ot

Enclosure: (1) Two (2) each Forms 1279 and 127-X-1 for A. S. White and H. Z. Hopkins, Jr.

(2) One (1) copy NAA Letter, 62LA 0846-186, dated 23 March 1962

1020-C-1 Rev. 2-62

ACTION & REPLY

SWANSON	/
Adams, C.	/
Ferrell, C. (2)	
Evans, R. E.	
HARRIS, H. (4)	
KEMP, R. H.	/
Kleinwatcher	
Ward, J. B.	/
Hiles, R.	/
Hodder	
Prescott	
PETTZRE	
May, W. (3)	
Hargrove (3)	
Vieropolus (3)	
STROH, G.	
Rezich, F. (4)	
SPIVAK	/
Kochever	
Triche	
Embody	
Fuller	
Peterson	
Lee, T.	
Routh	
Pribil	
Boeke (5)	
Weissenb'ger	
Dawson, R.	
Shank	
Mayer	
Raiklen	
Allen (2)	
Imsande	
Varney	
Mason, P.	
Griffin	
Swain	
Rogerson	/
Patch	/
Burhop	
Colby	
Stiger	
Peterson, B.	
Rose, E. K.	
Robinson	
Taylour	
Kurtz	
Opheim	
McMullin	
Lindley, C.	
Rose, L. M.	
Holladay	
Wendt	
Christensen	
McLean, W.	
Bang, R.	
Schleicher	
LoPresti	
Hoge	
Payne, E.	
Lunn, R.	
Spalding (3)	
Mellinger	/
Ferren	
Ince	
Roberts, J. O.	
Cokeley	
Steeey	
White	/
Bracha - DATA	/
B-70 File	/
Tec File	
EWA	
HOPKINS-1	

Eng. Notes

File 1011 MGA

23 March 1962

62LA 0846-186

Subject: Contract AF33(600)-42058
B-70 Prototype Program
Aircrew Training for Contractor Pilots

To: Air Force Plant Representative, Los Angeles

In turn to: Western Contract Management Region
Air Force Station
Mira Loma, California

In turn to: Air Training Command (ATTAT-D, Mr. Moore)
Randolph AFB, Texas

Reference: (a) Air Force Regulation 50-3, dated 27 April 1960

1. In order to provide maximum flight experience for Contractor test pilots in preparation for the XB-70 Flight Test Program, it is essential that the Air Force provide flight time in tactical aircraft most nearly approaching the XB-70 in flight attitude and handling characteristics. The B-58 is most suitable for this purpose.

2. It is requested that two spaces be made available in the B-58 FTD Aircraft Familiarization Course #1235D-1 commencing on or about 1 June 1962 for North American Aviation, Inc., XB-70 flight test pilots. Pilots are A. S. White and H. Z. Hopkins. It is essential that B-58 systems training be completed prior to 1 July in order to qualify for flight familiarization.

3. Messrs. White and Hopkins have finished the SAC B-52 Aircrew Training Course at Castle Air Force Base and are qualified as B-52 Aircraft Commanders.

4. Messrs. White and Hopkins' security clearances are SECRET and their addresses c/o NAA, Inc., Los Angeles Division, International Airport, Los Angeles 9, California.

5. DD Forms 1279 and 127-X-1 (Request for Government Approval of Contractor's Personnel) are enclosed.

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

W. A. Spivak

W. A. Spivak
Chief Engineer

WAS:GRM:ot

Enclosure: (1) Two (2) each Forms 1279 and 127-X-1 for A. S. White and H. Z. Hopkins, Jr.

1070-C-1 (Master) 2-61

ACTION & REPLY	
SWANSON	
Dale	
Gangel	
Keelaghan (3)	
EVANS	
Drake (3)	
Elkin (2)	
Fritz (2)	
GAYNER	
Mason	
Brache	
McLeod	
Berhop	
Ward, John B.	
GREENE	
Crotsley	
Sulkin (2)	
Hodder (2)	
Janssen	
Daniels (2)	
Klimmek (2)	
KEMP	
Patch	
Kurtz	
Fagan	
Opheim	
McMullin	
Rogerson	
Peterson, B. J.	
Robinson	
Taylor	
MELLINGER	
Forren	
Wilkerson	
Ince	
Cokely	
Stacey	
White	✓
PRIBIL	
Docke (5)	
Weissenberger	
Barker (3)	
Meyer (3)	
Kleinwachter 5	
Carr	
SALVAY (3)	
Prill (3)	
SPIYAK	
Kochever	
Triche	
Emberly	
Fuller	
Peterson, R. E.	
Lee, T. (2)	
Routh (2)	
Lieberman (3)	
Schleicher	
LaPresti (2)	
Hoge (2)	
Johnson, G. V.	
Spalding (5)	
WARD, J. D.	
Miller, T.	
Raiklen	
Allen (2)	
Imsande (4)	
Maxion (5)	
Rose, L. M. (3)	
CE FILE	
TEC FILE	
MCR	

Eng Notes

19 May 1961

61LA 8769

Subject: Request for Permission to Fly AFFTC Aircraft

To: Air Force Plant Representative
Los Angeles

IN TURN TO: AFFTC, Edwards Air Force Base

Attention: Col. Clayton Peterson

1. Informal conversations between the AFFTC test pilots and Mr. Al White, Los Angeles Division, indicate that the heavy bombardment and multi-engine cargo airplanes assigned to Edwards Air Force Base have some very interesting flying qualities. First-hand knowledge of these flying qualities is beneficial to Mr. White and the North American design groups, who are making every effort to optimize the flight control system in the B-70. In addition, flying experience in these aircraft add to Mr. White's background and experience, which is an important prerequisite to first flight of the B-70.

2. In view of these comments, it is requested Mr. Al White be granted a blanket clearance to fly AFFTC assigned aircraft when feasible on a non-interference basis.

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

G. R. Mellinger, Manager
Engineering Flight Test

GRM:ASW:jau

File 201 N.C.

~~MELLINGER~~

Al. White

I guess we'll have to get each base approved in advance too.

ADVANCE COPY
For Action & Reply
For Information only
With Data
A. F. KUSTRA - C. E. O.

WESTERN CONTRACT MANAGEMENT REGION
OFFICE OF THE AF PLANT REPRESENTATIVE
UNITED STATES AIR FORCE
NORTH AMERICAN AVIATION, INC.
LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES 45, CALIFORNIA

FILE BY

15 February 1961
2

REPLY TO ATTN OF: RWRLW

SUBJECT: Approval for Contractor Pilots to Fly Air Force Airplanes

DISTRIBUTED FROM CORRESPONDENCE CENTER, DEPARTMENT 6RLA

ACTION & REPLY

NAA

1. Reference is made to your letter 60-LA-10427. 12-16-61

REPLY DATE:

AT EACH

Engineering

REMARKS

2. After considerable discussions concerning the blanket authority for Contractor pilots to fly in B-52 and B-58 aircraft training flights in support of the B-70 Contract and following the submission on 10 January 1961, schedule of a training program, this office does not feel that such blanket authority is in order. However, expeditious action will be taken to approve such flights to meet an approved schedule for training of B-70 pilots. It is stressed, however, that approval of the B-70 SPO of the pilot training program is mandatory.

Max W. Boyer

MAX W. BOYER
Lt Colonel, USAF
Chief, Los Angeles Division

L.A. DIV'N.	✓	CPY	INC
ACCOUNTING		1	
ASS'T TO PRESIDENT		1	
B-70 MANAGER	✓	1	
BUDGET		1	
COMM. ACPT. INTL		1	
CONTRACT ADMIN.			
CONTRACT PROPOSALS			
CONTROLLER'S OFFICE		1	
[illegible] OPERATIONS		2	
ENGINEERING	✓	VEL	
[illegible] PRESIDENT		1	
FACILITIES		1	
GOV'T INSP. PROP.	✓	4	
[illegible] SECURITY		3	
MANUFACTURING		4	
PERSONNEL		1	
PLANS & PROGRAMS		3	
PRESIDENT		1	
PUBLIC RELATIONS		3	
PURCHASING		3	
QUALITY CONTROL		6	
T-39 MANAGER		1	
WEAPON SYS. SUPP.		4	

NAA OFFC'S.	✓	CPY	INC
CORPORATE	✓	VEL	
DAYTON		1	
SACRAMENTO		1	
WASHINGTON		1	

NAA DIV'S.	✓	CPY	INC
ATOMICS INT'L		VEL	
AUTONETICS		VEL	
COLUMBUS		VEL	
MISSILE DIV.		VEL	
ROCKETDYNE		VEL	

CONTRACTS & PROP'S L.A. DIV'N.	✓	CPY	INC
CHIEF CONT. ADMIN.		1	
ADM'R EXP. & SUB.		1	
ADM'R GOVT. CONT'L	✓	1	
ADM'R TERMINATIONS		3	
ADM'R WEAPON SYS.	✓	1	
[illegible] REPORTS		3	
[illegible] & REPORTS	✓	1	
[illegible] CONT. PROP'S		1	
ADM'R ESTIMATING		3	
ADM'R PRICING		3	
TOTAL COPIES		11	
TOTAL ACTION COPIES		1	
TOTAL VELLUMS (T-40)			
TOTAL MYL PLATES			

DD-M-11 REV. 1-60

ACTION

3384LA

1961 FEB 17 AM 8:39

RECEIVED
FEB 20 1961
CORRESPONDENCE
CHIEF ENGR'S
OFFICE

File 10" MGA

CILA 227

10 January 1961

Subject: Proposed Contractor Pilot Qualification Schedule for B-70 Flight Testing

To: Air Force Plant Representative, Los Angeles

In turn to: Commander
ARC Aeronautical System Center
Wright Patterson Air Force Base, Ohio

Attention: B-70 SPO, ISEA

References: (a) Letter dated 1 December 1960, 60LA [illegible]
Subject: Request for Admission to B-52 Air Crew Training
Castle Air Force Base, California

1. In the interest of planning, economy, and continuing capability, the contractor requests guidance from the SPO on establishing currency for contractor pilots assigned to XB-70 and YB-70 flight test programs. ARC Regulation 83-2, dated 26 January 1960, specifies the following minimum prerequisites for initial qualification of contractor personnel:

B-52
- 30 hours of dual or supervised time
- 15 landings demonstrating crosswind proficiency
- 200 hours of jet time, including 150 hours multi-jet
- 50 hours in B-47 type
- Completion of formal ground school and questionnaire

B-58
- 15 hours dual or supervised time
- 5 landings
- 200 hours jet time, including 150 hours multi-jet
- 50 hours in B-47, B-52, B-66, B-57, A3D or B-39
- Completion of formal ground school and questionnaire
- Delta wing aircraft qualification and currency

Correspondingly, the contractor proposes the following minimum prerequisites for flight testing the B-70:

- 200 hours of jet time, including 150 hours of multi-jet
- 50 hours in B-47 or B-52 (preferably B-52)**
- 25 hours in B-58**

*B-70 co-pilot time may be used in place of these requirements

F. [illegible]	2-12
STORMS	
Kurtz	
Gangel	
LALE	
Lo Presti	
Pojch	Z
EVANS	
Drake (3)	
Elkin (2)	
Feliz (2)	
GAYNER	
Mason	
Bracha	Z
McLeod	
Brickman (2)	
Ward, J.B.	
GREENE	
Grotsley	
Sullin (2)	
Hodder (2)	
Janssen	
Daniels (2)	
Klimmek (2)	
KEMP	Z
Rosenson	
Opheim	
Owl	
Peterson, B.G.	
Taylour	
MILLINGER (6)	Z
Frilli	
Books (5)	
Weissenberger	
Barker	
Bussiere	
Mayer	
Mitchell	
Smart	
Hawachlorb	
SALVAY (2)	
Prill (3)	
SPIVAK	
Kochever	
Ritchie	
Embody	
Fuller	
Peterson, R.E.	
Lee, T. (2)	
Routh (2)	
Lieberman (3)	
Schleicher	
Hoge (2)	
Johnson, G.V.	
Spalding	
Kortoch	
Stockhouse	
SWANSON	
Cover (2)	
Wheelock	
Rose, L.	
Rose, E.K.	
Merrick	
Raikes	
Allen	
Kurtz	
Martin, E.D.	
Marian (5)	
WARD, J.D. (2)	
CE. FILE	Z
TEC. FILE	
MCR	

Eng. Notes

Completion of formal B-70 ground school
Maintenance of multi-jet, heavy airplane proficiency at a minimum rate of five hours per month, and detailing currency as established by the Air Force.

2. There is no question that this contractor's pilots already have qualifications superior to those stated above, but to enhance these qualifications, a proposed pilot qualification schedule is submitted as Enclosure 1.

The advantages of this schedule are:

a. Each pilot receives a jet instrument refresher course prior to formal B-52 and F-58 scheduling.

b. A minimum of contractor pilots are away from the contractor's facility at any one time.

c. These contractor pilots will be qualified prior to first flight of the XB-70, for backup if necessary.

d. Attendance at B-52 and B-58 ground schools in the calendar year 1961 will give the B-70 project pilot excellent background for [illegible] to the organization of the B-70 ground school.

3. It is contractor policy to have project pilots [illegible] early in any program for consultation with engineering [illegible]. In the proposed schedule, there is always an assigned project pilot available, and as the simulator studies increase, the pilot [illegible] become more in demand, the number of pilots assigned is increased. It should be noted, however, that this schedule only shows the proposed activities on the B-70 program. The contractor pilots presently employed will carry out the F-86, F-100 and T-39 flight testing in addition, until such time as the number of B-70s in flight testing phase warrants an increased number of pilots.

4. In order to carry out the proposed schedule, the contractor requires scheduling for the formal B-52 and F-58 schools, and assistance in maintaining heavy airplane currency. In view of these requirements, the contractor has initiated reference (e). [In addition, the contractor seeks approval for their pilots to fly in aircraft like B-47, B-52, or B-58s at AFBC or SAC bases on a non-interference basis, for the purpose of maintaining currency.] The

manner in which this was done through the USAF with F-104 support for the X-15 currency requirements worked very well.

5. The contractor requests Air Force concurrence with the above program and approval of Reference (a).

Very truly yours,

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

R. Hodge
Engineering Department
X-15 Weapon System

CM:ASW:mb

FLYING TIME WAIVER + REPORT.

File 10" MGA

HEADQUARTERS

Aeronautical Systems Division

AIR FORCE SYSTEMS COMMAND

UNITED STATES AIR FORCE

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

AUG 9

ASVT

Qualification of XB-70 Pilots

AFFTC (FTGB, Col Townsend)
Edwards AFB, California

1. Reference is made to B-70 SPO letter, same subject, dated 5 October 1962, specifying flying time requirements for qualified XB-70 pilots.

2. That portion of the above referenced letter as pertains to the requirement of 100 hours as first pilot of B-47, B-52, B-58 or A3J within the preceding 12 months may be waived due to program slippage. This waiver is intended to alleviate the problem of maintaining, on a continuous basis, a high degree of proficiency while awaiting delivery of the XB-70A.

3. As previously agreed, arrangements to provide sufficient flying time to acquire and maintain the proficiency of both Air Force and North American Aviation XB-70 pilots in preparation for first flight shall be the responsibility of the XB-70 Test Director.

4. It is requested that the B-70 SPO be furnished a record of accumulated flying time by individual, by month, by type aircraft as of the end of each month starting 31 August 1963.

FOR THE COMMANDER:

JOHN R. ALLEN
Lt Colonel, USAF
Deputy Director/Test & Deployment
B-70 System Program Office

File Copy

ACTION & REPLY

U. 2 = 24
Ams
Ho
Gangel
DALE
Lo Presti
Patch
WATTS
Drake (3)
Elkin (2)
Foltz (2)
GAYNER
Mason
Cracha
McLeod
Brickman (2)
Ward, J.B.
GREENE
Crossley
Sulkin (2)
Hodder (2)
Janssen
Daniels (2)
Klimmek (2)
KEMP
Rogerson
Ophaim
Owl
Peterson, B.G.
Taylour
MELLINGER (5)
PRIBIL
Banks (5)
Weissenberger
Barker
Bussiere
Meyer
Mitchell
Shank
Wiewachter
Cox
MALVAY (2)
Kochever
Triche
Embody
Fuller
Peterson, R.E.
Lee, T. (2)
Routh (2)
Lieberman (3)
Schleicher
Hogo (2)
Johnson, G.V.
Spalding
Kosloch
Steckhouse
SWANSON
Cover (2)
Wheelock
Rose, L.
Rose, E.K.
Merrick
Reiklen
Allen
Kurtz
Martin, E.D.
Maxian (5)
WARD, J.D. (7)
CE. FILE
TEC. FILE
MGR.
Crossfield/56
Koertzon/98
Krunner/60
Re n/56

Engl. Notes

16 December 1960

60LA 10427

Subject: Contract AF33(600)-38669, XB-70
Contract AF33(600)-42058, YB-70
Approval for Contractor Pilots
to Fly Air Force Airplanes

To: Air Force Plant Representative
North American Aviation, Inc.
Los Angeles Division

1. The basic XB-70 and YB-70 contracts include a clause stating that the flight risk article is applicable to flights made by Contractor pilots in aircraft that are not bailed to the Contractor, providing the AFPR states in writing that such flights are in support of the basic contracts.

2. The Contractor is planning to send several Engineering Test Pilots to Air Force bases in 1961 and 1962 for training in B-52 and B-58 aircraft. It is requested that the AFPR issue a letter stating that these B-52 and B-58 training flights are in support of the basic B-70 contracts. Such a blanket letter will eliminate the necessity for continual correspondence on the subject.

3. Contractor will verbally notify the AFPR before such flights are to be made giving the pilots' names, the Air Force base, and the time period during which the flights will be made.

NORTH AMERICAN AVIATION, INC.
Los Angeles Division

G. R. Mellinger

G. R. Mellinger, Manager
Engineering Flight Test

GRM:ot

File 10" MGA

30 December 1966 ?

MEMO FOR THE RECORD:

TO: LT COL MORTENSEN (FTV)
FROM: LT COL O'NEAL (FTTOB) ?

1. Mr Fitzhugh Fulton and Mr Malad are presently authorized by General Manson authority to fly Air Force Flight Test Center B-52s and B-58 aircraft in order to become professionally qualified to fly the XB-70 aircraft. This authority originated, I believe, in Col Cotton's office to General Manson, through FTO, down to FTTOB.

2. Air Force Manual 60-1, 1 July 65, para 2-5f authorizes the civilian employees of another Governmental Department or Agency who are physically and professional qualified to fly Air Force aircraft. Professional qualification is interpreted by FTTOB as those requirements set out in present USAF Check-out criteria.

3. At a X-15 meeting between Mr Bickle, General Manson and numerous others associated with the project it was agreed between Mr Bickle and General Manson that when an X-15 pilot had progressed through the necessary X-15 familiarization and simulator flights and was declared ready to perform as an X-15 pilot that a paper attesting to this fact would be signed by both Mr Bickle and General Manson. The first person, I believe, to be covered under this particular procedure is Major Adams. It is my opinion that this has been done, however, I have never seen any paper to this effect. The same procedure will, I assume, govern the NASA civilian pilots flying the X-15. Again, I have no authority for making this statement. It is an opinion. Mr. Dick Harer probably has specific knowledge in this area. (FTTER) Phone 74229.

File 10 MGA

HEADQUARTERS
AIR FORCE FLIGHT TEST CENTER
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
EDWARDS AIR FORCE BASE, CALIFORNIA

25 Jun 62

PROJECT DIRECTIVE NO: 62-114

TITLE OF PROJECT: 10,000 Gallon Refueler Test

1. Program Structure: 520B; Project No. 6159
2. Priority: AFSC 45C AFFTC 65
3. AFFTC Line Item Code: 5016

PRELIMINARY STAFF CONSIDERATION: AFFTC will test two AF/S-32R-1 10,000 gallon capacity Refuelers for ASD in accordance with the terms of first and second indorsements to ASD letter 17 May 1962 using as a guide the ASD Test Plan dated 18 January 1962. ASD will supply the basic equipment, special tools, supplies and engineering support. Mr. Carl Stevenson, ASNNFF, will be the ASD Project Engineer.

SCOPE OF PROJECT: These two refuelers are intended ultimately for support to the B-70 Program. The equipment will be essentially service tested at AFFTC to the extent that base or test aircraft can be conveniently serviced with the equipment. Any testing or servicing using these refuelers shall not interfere with higher priority work of the base fueling function. Reports will be limited to simple narratives of factual experience with the equipment. These refuelers, if satisfactory, will remain at AFFTC as AGE for the B-70 Program.

SCHEDULE: Testing and use of the equipment shall continue for a period of six months following delivery to AFFTC or until specifically required for B-70 support.

IMPLEMENTATION REQUIRED:

1. The 6510th Air Base Group has been designated as the responsible organization in accordance with AFR 80-14/AFFTC SUP 1, and will be responsible for planning, directing, documenting, and coordinating the program. Lt L. L. Fox, FTBRP, telephone extension 45141, has been designated by FTB as Project Officer.

2. All other AFFTC organizations will comply with AFR 80-14/AFFTC SUP 1 as pertains to this program.

3. The DCS/Comptroller will comply with AFR 80-14/AFFTC SUP 1. The program is not reimbursable.

AUTHORITY: Direct contact with interested agencies is authorized. Any changes, additions to or deletions from this program will be coordinated through the Project Officer who will, in turn, take appropriate action.

FOR THE COMMANDER

H H Witbrock, Col
for CLAY TICE, JR.
Colonel, USAF
DCS/Plans and Operations

CAROLYN - [illegible] UP B-70 FOLDER

File 10th M.C.A.

KKB

COJ 30 Oct 61

OB/file GEA

28 September 1961

ASV

Contract AF33(600)-42058 - Utilization of USAF Pilots in XB-70 Flight Test Program

AFFR

IN TURN TO: N American Avn Inc
Intl Aprt
Los Angeles 45 Calif

1. Original discussions regarding the assignment and utilization of Air Force pilots in the XB-70 Flight Test Program were held on 13 September 1961. As a result of these discussions the company was provided a memorandum covering USAF pilot duties. Since minor changes have been made in the aforementioned memorandum, further clarification is required; this letter states the current Air Force position.

2. Basic objectives of the Flight Test Program are to insure the safety of the Air Vehicle and acquire maximum knowledge in areas of feasibility of a Mach 3 bomber of the B-70 configuration and a thorough evaluation of the flight envelope of the XB-70 within current funding limitations. In previous discussions with Contractor personnel, it has been recognized that maximum in-flight coordination and effective ground-to-air control must exist continuously during flight. To meet these requirements, Air Force pilots will be assigned to the program early enough to insure adequate training on B-70 systems operation, anticipated handling characteristics and ground-to-air procedures. Two Air Force pilots will participate in the program. The primary selectee will be assigned to the AFFTC and attached to the AFPRO/NAA, LA Division, in January 1962. The USAF selectee will work directly with the NAA Chief Test Pilot for purposes of technical training and scheduling. The second Air Force pilot, used as back-up, will be assigned to AFFTC, attached to AFPRO/NAA, and will receive training in the same manner stipulated for the primary selectee. The back-up USAF pilot will report for training about 15 June 1962. The company's recommendation, with respect to the duration and extent of this training, is solicited.

AFFTC, FTFN

3. The basic concept of employing the best qualified joint crew to fly the XB-70 will be implemented. In consideration of the qualifications of the Air Force pilots selected to participate in the program, the primary USAF pilot selected will fly as co-pilot or pilot (aircraft commander) on the majority of flights. The exceptions will be those flights specified by the B-70 SPO wherein it may be more appropriate to utilize an exclusively Contractor crew. To further define flights conducted by Contractor employed pilots, the Contractor was requested to indicate critical flights which are designed to explore the extremes of the performance parameters. From this list of critical flights received 25 September 1961 the B-70 Program Office will determine the particular flights not requiring Air Force participation. The overriding objective of USAF pilot participation is to obtain early USAF qualitative data and Air Force inputs to the XB-70 Test Program.

4. The Contractor has been requested to prepare Standard Operating Procedures outlining the duties of B-70 pilot and co-pilot, and provide this information to AFFTC Flight Test Operations for review and comment. It is assumed that the Contractor's procedures, in general, follow in-flight operating procedures covered by Air Force Regulations. In this respect, it is assumed that the designated aircraft commander will perform the duties outlined in pilot procedures regardless of his status as Contractor pilot or Air Force pilot.

5. To further define and clarify the duties and responsibilities of Air Force pilots in the XB-70 Program, specific duties of the Air Force pilot are outlined as follows:

a. USAF test pilots will contribute to, and prepare for, the Flight Test Program by participating in the following activities:

(1) Review each phase of the Flight Test Program for feasibility from the pilot's standpoint and as a means of preparation for test flights.

(2) Fly the B-70 simulator as a rehearsal for test flights or to evaluate proposed changes or new systems.

(3) Attend pre-flight briefings, evaluating flight test procedures to be used, the programming of the particular test flight, and adequacy of data cards prepared for the particular test flight.

(4) Conduct a review of flight regulations and emergency procedures during each pre-flight briefing.

(5) Conduct post-flight debriefing, pointing out in particular qualitative analysis of the mission, percentage of mission accomplished, procedure followed, and where applicable, pilots' comments on handling qualities and/or aircraft behavior.

(6) Review the data with flight test engineers as a final analysis of a particular flight and as preparation for succeeding flights.

(7) Prepare flight reports immediately following post-flight debriefing.

(8) Periodically review the Flight Test Program and problem summary with Flight Test Engineering and Design personnel.

b. During Air Vehicle pre-flight checkout and during the Flight Test Program, the primary USAF pilot will assume coequal status with the NAA-B-70 Project pilot. Similarly, the USAF backup pilot will assume coequal status with the NAA secondary or backup pilot.

c. Upon activation of the Joint Test Force the USAF pilots will be attached to the Test Force for administration and military control. With respect to Joint Test Force organization, USAF pilots will occupy air crew positions under the (USAF) Director of Operations and Maintenance. Primary duty assignment will be as members of the Contractor's pilot pool until such time as the Contractor's Flight Test Program is completed.

d. USAF pilots will comply with the Contractor's Flight Test Program requirements as covered in (NAA) Flight Test Procedures and other applicable standard operating procedures.

6. USAF pilots will comply with Contractor requirements with respect to flight reports and will collaborate with Contractor pilots in their preparation. Additional qualitative data reports from the USAF primary pilot may be required by the B-70 System Program Director. These reports will be reviewed with the Contractor for accuracy of technical detail.

FOR THE COMMANDER

FRED J. ASCANI
Brigadier General, USAF
Deputy Commander for B70

Copy to: AFFTC, FTFM

1-7F012

File 10 MGF

1. [X] ACTION REQUIRED [ ] CHANGE [ ] SIGNIFICANT EVENT [ ] RESULTS

MANAGEMENT REPORT

[X] SYSTEM [ ] PROJECT [ ] TASK [ ] ENGINEERING SERVICE

2. REPORT CONTROL SYMBOL

PAGE 1 OF 1 PAGES

3. DATE 20 April 1961

4. TITLE

B-70 Weapon System Flight Tests at Edwards AFB

5. NUMBER MR #1

6. PREPARING AGENCY AFFTC

7. RESP ORGN ASD

8. PARTICIPATING CENTERS AFFTC

9. PROGRAM STRUCTURE 110A

10. PARTICIPATION/COORDINATION/INTEREST AFFTC/ASD/AFSC

11. TECHNICAL GROUP

12. APPLICABLE AREAS

A. [ ] TECHNICAL B. [X] TEST C. [X] FUNDS D. [ ] MATERIEL E. [X] FACILITIES

F. [ ] MANPOWER G. [ ] PERSONNEL H. [ ] TRAINING I. [ ] CONTRACTS J. [ ] AIRCRAFT

13. NARRATIVE

This management report is submitted to reflect an unforeseen funding requirement for building modifications. Due to the scope of the present B-70 program, the contractor will now be located in the present Douglas facility, Hangar 1820. This location will delete the requirement for 1.2 million dollars of P-300 funds for construction of a 60,000 sq. ft. addition to Bldg. 1600. However, modification costs to make Hangar 1820 useable by the contractor will total $159,000 (P690.07). Inasmuch as this cannot now be funded in the FY-62 O&M Program and the FY-63 O&M Program would not permit a BOD of Nov 62 to meet the programmed first flight date, AFFTC must accomplish the required modifications under the provisions of ARDC Reg. 93-1. These fund requirements will be reflected in the first revision to the AFFTC FY-62 financial plan.

Clyde E. Berry Lt Col

CLAY TICE, JR.
Colonel, USAF
Deputy Chief of Staff/Operations

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File 201 MGA FOB

1. ☐ ACTION REQUIRED ☐ CHANGE ☐ SIGNIFICANT EVENT ☐ RESULTS

MANAGEMENT REPORT

☐ SYSTEM ☒ PROJECT ☐ TASK ☐ ENGINEERING SERVICE

2. REPORTS CONTROL SYMBOL

PAGE 1 OF PAGES

3. DATE: 30 June 1960

4. TITLE: XB-70 Category I Flight Evaluation at the AFFTC

5. NUMBER: 110A - MR-1

6. PREPARING AGENCY: AFFTC

7. RESP ORGN: WADD

8. PARTICIPATING CENTERS: AFFTC, WADD

9. PROGRAM STRUCTURE: 110A

10. PARTICIPATION/~~COORDINATION~~/INTEREST: AFFTC, WADD, ARDC

11. TECHNICAL GROUP:

12. APPLICABLE AREAS

A. ☒ TECHNICAL B. ☒ TEST C. ☒ FUNDS D. ☐ MATERIEL E. ☐ FACILITIES

F. ☒ MANPOWER G. ☐ PERSONNEL H. ☐ TRAINING I. ☐ CONTRACTS J. ☐ AIRCRAFT

13. NARRATIVE

This Management Report is submitted to reflect the estimated resources to be utilized by the AFFTC during FY 1961 and FY 1962 for the XB-70 Category I Flight Evaluation program. The XB-70 is the cut-back version of the original B-70 and it does not contain many of the bombers' electronic systems. These resources are being utilized to plan and coordinate the proposed test program.

RESOURCES SUMMARY

1. Contract Funds - None.
2. Industrial Facilities - None.
3. Center Facilities - No additional facilities required.
4. Manpower and P-690:

FY '61

SUPPORT	Mil/Hrs	Civ/Hrs	Civ/Cost	Mat'l & Other Cost
Engineering	1500	1500	$6,000.00	$ -
Telephone Calls (Toll Calls)	-	-	-	50.00
Travel	-	-	-	10,465.00
TDY	-	-	-	1,980.00
TOTALS:	1500	1500	$6,000.00	$12,495.00

Total Man/Hours: 3000 = 1.4 Man/Years
Total Civilian Labor Cost: $ 6,000.00
Total Mat'l & Other Cost : 12,495.00
TOTAL P-690 FUNDS: $18,495.00

FY '62

Engineering	2000	2000	$8,000.00	$ -
Telephone Calls (Toll Calls)	-	-	-	75.00
Travel	-	-	-	12,629.00
TDY	-	-	-	2,520.00
TOTALS:	2000	2000	$8,000.00	$15,224.00

Total Man/Hours: 4000 = 1.9 Man/years
Total Civilian Labor Cost: $ 8,000.00
Total Mat'l & Other Cost : 15,224.00
TOTAL P-690 FUNDS: $23,224.00

5. P-481 - None.
6. Training, Materiel and Test Aircraft - No significant problems.

CARL A. OUSLEY
Colonel, USAF
Asst Deputy Chief of Staff/Operat

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File 10 MGA

1. ☐ ACTION REQUIRED ☐ CHANGE ☐ SIGNIFICANT EVENT ☐ RESULTS

MANAGEMENT REPORT

☒ SYSTEM ☐ PROJECT ☐ TASK ☐ ENGINEERING SERVICE

2. REPORTS CONTROL SYMBOL

3. DATE: 23 June 1960

4. TITLE: XB-70 Category I Flight Evaluation

5. NUMBER: 110A MR-A

6. PREPARING AGENCY: AFFTC

7. RESP ORGN: WADD

8. PARTICIPATING CENTERS: AFFTC, WADD

9. PROGRAM STRUCTURE: 110A

10. PARTICIPATION/COORDINATION/INTEREST: WADD, AFFTC ARDC

11. TECHNICAL GROUP:

12. APPLICABLE AREAS

A. ☒ TECHNICAL B. ☒ TEST C. ☒ FUNDS D. ☐ MATERIEL E. ☐ FACILITIES

F. ☐ MANPOWER G. ☐ PERSONNEL H. ☐ TRAINING I. ☐ CONTRACTS J. ☐ AIRCRAFT

13. NARRATIVE

This Management Report is submitted to reflect the resources utilized by the AFFTC in planning and preparing for the XB-70 Category I Flight Evaluation. The XB-70 does not contain any of the bombers electronic systems. FY '62 MCP funds were submitted under separate cover. This resources summary does not include estimated costs of actually conducting the tests. If the B-70 program is expanded to include the production B-70 with complete complement of systems, this resources summary will be amended.

RESOURCES SUMMARY

1. Contract Funds - None.
2. Industrial Facilities - None.
3. Center Facilities - No additional facilities required.
4. Manpower and P-690:

FY '61

SUPPORT	Mil/Hrs	Civ/Hrs	Civ/Labor	Mat'l & Other Cost
Engineering	1500	1500	$6,000.00	$ -
Telephone Calls (Toll Calls)	-	-	-	50.00
Travel	-	-	-	10,465.00
TDY	-	-	-	1,980.00
TOTALS:	1500	1500	$6,000.00	$12,495.00

Total Man/Hours: 3000 = 1.4 Man/Years

Total Civilian Labor Cost: $ 6,000.00
Total Mat'l & Other Cost : 12,495.00
TOTAL P-690 FUNDS : $18,495.00

FY '62

Engineering	2000	2000	$8,000.00	$ -
Telephone Calls (Toll Calls)	-	-	-	75.00
Travel	-	-	-	12,629.00
TDY	-	-	-	2,520.00
TOTALS:	2000	2000	$8,000.00	$15,224.00

(Cont'd)

Item 13 - Narrative - (Cont'd)

Total Man/Hours: 4000 = 1.9 Man/Years

Total Civilian Labor Cost:	$ 8,000.00
Total Mat'l & Other Cost:	15,224.00
TOTAL P-690 FUNDS:	$23,224.00

5. P-481 - None
6. Training, Materiel, and Test Aircraft - No significant problems.

H. B. MANSON
Colonel, USAF
Deputy Chief of Staff/Operations

File 1 FTFSO

1. REPORTS CONTROL SYMBOL

☐ ACTION REQUIRED ☐ CHANGE ☐ SIGNIFICANT EVENT ☐ RESULTS

MANAGEMENT REPORT

☒ SYSTEM ☐ PROJECT ☐ TASK ☐ ENGINEERING SERVICE

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3. DATE: 26 May 60

4. TITLE: B-70 Escape Subsystem

5. NUMBER: WS-110A

6. PREPARING AGENCY: AFFTC (FTFST)

7. RESP ORGN: WADD

8. PARTICIPATING CENTERS: WADD (B-70 WSPO) AFFTC

FTFOB

9. PROGRAM STRUCTURE: WS-110A

10. PARTICIPATION/COORDINATION/INTEREST: North American Aviation, El Segundo, California

11. TECHNICAL GROUP:

12. APPLICABLE AREAS

A. ☐ TECHNICAL B. ☐ TEST C. ☒ FUNDS D. ☒ MATERIEL E. ☐ FACILITIES

F. ☒ MANPOWER G. ☐ PERSONNEL H. ☐ TRAINING I. ☐ CONTRACTS J. ☐ AIRCRAFT

13. NARRATIVE

This is in addition to the WS-110A Resources Summary dated 24 Mar 60. The additional resources summary is required to cover the cost of one dynamic run in which the test velocity was marginal due to high winds and ejection of the capsule did not occur.

RESOURCES SUMMARY FY 1960

1. Contract Funds - None.
2. Industrial Facilities - None.
3. Center Facilities - No additional facilities required.
4. Manpower and P690 -

Material:
10 HVAR Rocket Motors — Stock Item

Manpower:	Civ/hrs	Mil/hrs	
Track Branch (FTFST)	200	100	$ 800.00
Photo Branch (FTFSF)	40	10	160.00
		TOTAL	$ 960.00

Total Material Cost	None
Total Labor Cost	$ 960
Total P-690 Funds	$ 960

5. P-481 Funds - None
6. Training, Material and Test Aircraft - No significant problem.

Earl O. Dudley Col

for H. B. MANSON
Colonel, USAF
Deputy Chief of Staff/Operations

Albert M. Carto Col USAF

for ROYAL N. BAKER
Colonel, USAF
Director of Flight Test

AMFTFOB

1. [ ] ACTION REQUIRED [X] CHANGE [ ] SIGNIFICANT EVENT [ ] RESULTS

MANAGEMENT REPORT

[X] SYSTEM [X] PROJECT [ ] TASK [ ] ENGINEERING SERVICE

2. REPORT CONTROL SYMBOL: File 10 MGF

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3. DATE: 18 May 1960

4. TITLE: (U) Personnel and Equipment Environmental Protection, Subsystem for WS 110A (Formerly 202A) - B-70 Capsule Tests.

5. NUMBER: MR-2

6. PREPARING AGENCY: AFFTC

7. RESP ORGN: WADD

8. PARTICIPATING CENTERS: AFFTC WADD

9. PROGRAM STRUCTURE: 110A

10. PARTICIPATION/COORDINATION/INTEREST: WADD AFFTC

11. TECHNICAL GROUP:

12. APPLICABLE AREAS

A. [X] TECHNICAL B. [X] TEST C. [X] FUNDS D. [X] MATERIEL E. [ ] FACILITIES
F. [X] MANPOWER G. [ ] PERSONNEL H. [ ] TRAINING I. [ ] CONTRACTS J. [X] AIRCRAFT

13. NARRATIVE

This management report is submitted to reflect the additonal resources utilized by the AFFTC in support of the B-70 Capsule Tests conducted at Edwards AFB. These resources were required to support the B-70 Capsule drops from a B-47 at Edwards AFB and the resources shown below are in addition to those previously reported under Weapon System 202A, Project Number 7004. All resources were expended from FY 1960 funds.

RESOURCES SUMMARY

1. Contract Funds - None.
2. Industrial Facilities - None.
3. Center Facilities - No additional facilities required.
4. Manpower and P-690:

SUPPORT	Mil/hrs	Civ/hrs	Civ/Labor	Mat'l & Other Cost
H-21 (10/hrs)	130	60	$ 202.00	$ 525.00
F-104D (5/hrs)	103	50	165.00	1,250.00
F-100F (10/hrs)	190	95	302.00	2,430.00
B-47 (32/hrs)	896	416	1,335.00	22,400.00
Space Positioning	-	1,248	3,744.00	2,360.00
Photo	190	190	589.00	532.00
TDY	-	-	-	240.00
TOTALS:	1,509	2,059	$6,337.00	$29,737.00

Total Man/hours: 3,568 = 1.7 man/years

Total Civilian Labor Cost: $ 6,337.00
Total Mat'l & Other Cost : $29,737.00
TOTAL P-690 FUNDS: $36,074.00

5. P-481 - None
6. Training, Materiel, and Test Aircraft - No significant problems.

CARL A. [illegible]
Colonel, USAF
Asst Deputy Chief of Staff/Operations

ARDC FORM 1 JUL 56 111 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

File 10" MGA
B-70 File

AIR RESEARCH AND DEVELOPMENT COMMAND
Andrews Air Force Base
Washington 25, D. C.

PROPOSED TEST DIRECTIVE

T. D. NR 59-18 COORDINATION CY DATE: 4 June 1959

1. SYSTEM, PROJECT, TASK OR ESP NUMBER: System 110A

a. USAF Priority and Precedence: 1A

b. ARDC Priority: 23

2. TITLE OF TEST PROGRAM: B-70 Weapon System Development and Evaluation Test.

3. MAJOR TEST SUBDIVISION (OBJECTIVES) TO BE ACHIEVED IN THE OVERALL TEST PROGRAM:

a. In compliance with AFR 80-14 dated 19 August 1958:

(1) Category I - By active participation and surveillance in the contractor test program, accomplish the following:

(a) Devise and execute a test plan to discharge the ARDC responsibilities as listed in AFR 80-14, paragraph 4a.

(b) Determine performance, reliability and integrity of subsystems and components.

(c) Determine general air worthiness of the air vehicle, subsystems and components.

(d) Determine preliminary compatibility of air and ground systems associated with producting a combat vehicle and other tests as prescribed by contract.

(e) Determine compatibility of mated components.

(f) Determine compatibility and adequacy of GFE, GFAE, or standard Air Force items for incorporation into the system (see AFR 80-9).

(g) Determine preliminary performance, stability, and control characteristics and general air worthiness of the air vehicle of aircraft or missile systems.

(h) Determine preliminary maintainability characteristics of components and subsystems.

(i) Determine initial requirements for personnel and training, skill identification and the adequacy of personnel training devices.

(j) Evaluate all fixes and/or requests for contract deviations.

(k) Evaluate the joint weapon system demonstration conducted by the contractor.

(l) Surveillance and participation will include, but not be limited to, the following specific tests:

Project or Objective Numbers	Objective Title
	Propulsion Subsystem Test
	Air Induction Test
	Air Frame Test
	Secondary Power Test
	Air Loads Test
	Central Air Data System Tests
	Bomb Nav. and Missile Tests
	Mission and Traffic Control (M&TC) Test
	Flight Control Tests
	Internal Engironmental Tests
	Defensive Subsystem Tests
	Personnel and Training Human Factors
	Ground Support Equipment Tests
	Maintenance and Reliability Tests
	Logistics Support System Tests
	Inflight Refueling Tests
	Weapon System Demonstration

(2) Category II:

(a) Devise and execute a test plan to attain the objectives listed in AFR 80-14, paragraph 4b.

(b) Evaluate the systems of the air vehicle as an integrated combat weapon in as realistic and complete environment as practicable that the whole system is functionally operative, operationally effective and compatible with the other systems and supporting equipment required for its operational employment.

(c) Determine capabilities and limitations under actual or simulated climatic conditions of the air vehicle, ground environmental equipment and all support equipment and functions.

(d) Establish, provide for, and conduct a tactical demonstration of the complete weapon system in a realistic environment.

(e) Determine the capability of the B-70 weapon system to deliver weapons on its assigned target.

(f) Determine the defensive capability and vulnerability of the weapon system in simulated realistic hostile environments.

(g) Collect data on logistics, and determine reliability, maintainability, environmental compatibility and the adequacy of both airborne and ground support equipment of the B-70 W/S.

(h) Determine specific stability and performance data required to meet Air Force requirements, handbook data, etc., not already required in Category I.

(i) Evaluate new design changes before incorporation into production system.

(j) Determine and evaluate the functional reliability, adequacy, training suitability and fidelity of simulation of all simulators and trainers associated with the B-70 Weapon System.

(k) Determine compliance with specifications for performance, stability, control and maintenance.

(l) Determine if the system is capable of and suitable for meeting the established requirements and design objectives.

(m) Provide opportunity for familiarization, experience and limited training on the system to SAC and ATC personnel.

(n) Demonstrate in the most realistic environment practicable that the complete system is maintainable with minimum resource outlays, i.e., support and test equipment, personnel and skills, special tools and training, spare parts, special facilities and logistical support procedures.

(o) Specific tests will include, but not be limited to, the following:

Objective Title

Air Frame and Engine Performance Test
M&TC Performance Tests
Bomb Nav. and Missile System Performance
Logistic Support System Evaluation
Climatic Performance Tests
Adverse Weather Performance Test
Defensive Subsystem Performance Tests
Ground Training and Simulator Evaluation
Ground Support Equipment Evaluation
Inflight Refueling Evaluation
Maintenance and Reliability Evaluation
Personnel and Training Human Factors
Publications Technical Effectiveness Evaluation
User Command Checkout and Training
Engineering Service Support
Global Employment Capability
Operational Demonstration

(3) Category III:

(a) Operational evaluation testing will be accomplished in the following broad categories:

1. Determine the operational usefulness of the B-70 Weapon System and develop the most effective operational tactics, techniques, doctrine and standards.

2. Determine any operational deficiencies of the air vehicle, all air and ground support equipment and functions designed to provide an operational weapons system and provide quantitative and qualitative data for product improvement programs.

3. Obtain supplemental data on the rate of parts consumption, maintenance and support facility requirements obtained during previous tests.

4. Obtain supplemental data on organizational and personnel skill and training requirements procured during previous tests.

5. Evaluate the adequacy of Table of Organization, the training program and the authorization documents.

6. Obtain supplemental data relative to minimum maintenance requirements in terms of personnel, skills and training; special tools, test and support equipment, special facilities; general performance standards for doing maintenance tasks.

7. Qualify and integrate the first SAC Command units into the operational inventory.

8. Conduct a 30-day unit test to determine sustained mission capability.

(b) Specific tests will include, but not be limited to, the following:

Objective Title
Operational Unit Training
Employment Capability
Ground Support System Evaluation
Operational Environment Test
B-70 Tactics and Techniques
Sustained Mission Capabilities
Maintenance and Reliability
Engineering Service Support

4. TEST SCHEDULES: Classified (To be included in Test Plan)

5. RESPONSIBLE TEST AGENCIES:

a. These responsibilities assigned by AFR 80-14, Paragraph 8, are considered a part of the Test Directive. The AFFTC is designated as the responsible ARDC Test Agency for Category I and II flight testing as defined in AFR 80-14, Supplement No. I.

(1) A B-70 W/S Joint Test Force consisting of a Test Director, a Joint Test Staff and a working group will be formed at the AFFTC. The Joint Test Staff and working group will consist of members from SAC, AMC, ATC, ARDC and WSC (Weapons System Contractor).

(2) The Commander, AFFTC will appoint a Test Director to command the B-70 W/S Joint Test Force.

(3) The Commander, AFFTC will provide, to the Test Director, the necessary qualified integral operating staff at an early date in the program.

(4) The Test Director will be responsible for surveillance and participation in Category I testing in accordance with paragraph 4a., 8c(1)e. of AFR 80-14, dated 19 August 1958/ and, will plan for and conduct Category II Testing.

b. The SAC is designated as the responsible test agency for Category III testing in accordance with Paragraph 8e., AFR 80-14, dated 19 August 1958

(1) The Commander SAC will appoint a Test Director to head and conduct Category III testing and who will act as Deputy Director to the JTF in Category I and II.

(2) The SAC will participate in the JTF Category I, II and III testing as required.

c. The Command (SAC, AMC, ATC, etc.) member, appointed to the Joint Test Staff, will assure that his Command's specific requirements are included in the Joint Test Plans.

d. Category I flight testing will be conducted at AFFTC.

e. Category II flight testing will be conducted at AFFTC, Pacific Missile Range, (Missile System Tests), and Eilson AFB, Alaska (Cold Weather).

f. Category III flight testing will be conducted at a site selected by SAC.

6. PARTICIPATING AGENCIES AND RESPONSIBILITIES:

a. Those participating agencies are:

(1) ARDC, (AFFTC, WADC, AFSWC, AFMDC, AFGC, AFCRC, RADC, AEDC)

(2) ADC

(3) AMC

(4) ATC

(5) Alaskan Air Command

(6) SAC

b. Commander ARDC will:

(1) Conduct and support all B-70 testing as prescribed in paragraph 8c., AFR 80-14, dated 19 August 1958 and ARDC Supplement 1 to AFR 80-14, dated 2 April 1959.

c. The B-70 WSPO (AMC-ARDC) will:

(1) Conduct and support all B-70 testing as prescribed in paragraph 8c., AFR 80-14, dated 19 August 1958 and ARDC Supplement 1 to AFR 80-14, dated 2 April 1959.

(2) Be responsible for satisfactory completion of all development on the B-70 W/S, including weapon system integration.

(3) Approve the test plan to satisfy the development objectives and direct any changes necessary.

(4) Recommend and justify the assignment of the test articles.

(5) Provide contractural coverage of participation and actions by contractors in support of the development of the B-70 W/S.

(6) Provide a WSPO representative to the Joint Test Force for Category I and II to provide liaison and policy guidance.

(7) Exercise management supervision of the total program as prescribed in AFR 20-10.

d. Commander AFFTC will:

(1) Appoint an ARDC Test Director to command the test force, to plan, manage and conduct the ARDC test responsibilities for B-70 Weapon System in accordance with AFR 80-14 and terms of this test directive.

(2) Appoint a Senior Project Officer to the joint test force for the electronics and armament subsystem development and evaluation testing.

(3) Develop a capability to provide Bomb/Nav. Missile Guidance subsystem evaluation testing.

(4) Appoint a Senior Project Officer to the Joint Test Force for air vehicle development and evaluation testing.

(5) Plan, program and provide primary support to the test force including required chase, support and proficiency aircraft, cargo airlift, and armament supplies.

e. Commander AFCRC will:

(1) Support the Category II B-70 Weapon System integration test program in the Human Factors area as specified in the test plan.

(2) Provide representation on the joint test force staff, as required.

(3) Accomplish necessary resource planning to support tasks as defined in the test plan.

f. Commander RADC will:

(1) Provide qualified representation to the Joint Test Force Staff and unique technical personnel as required to insure that the B-70 test plan accomplishes those objectives within the RADC mission.

(2) Provide ground and airborne support for evaluation of air defense techniques.

(3) Program for personnel and resources to support development and evaluation of long distance ground communications.

g. Commander SAC will:

(1) Participate in all categories of testing as prescribed in Paragraph 8e., AFR 80-14, dated 19 August 1958.

(2) Appoint a SAC respresentative to act as Deputy Test Director of the JTF in Category I and II and to be the Category III Test Director.

(3) Participate in Category I and II testing as required. This support includes, but is not limited to, the following:

(a) Provide staff level personnel to assist in the planning, coordinating and administering the Joint Test Force's activities.

(b) Provide working level personnel to help man the JTF Engineering Section, Maintenance, and Supply Section, and Flight Operations Section.

(c) Provide surveillance personnel for Category I as required. This may include extended TDY at the Weapon System Contractor's or Sub-Contractor's site.

h. The Commander AMC will:

(1) Participate in all categories of testing as prescribed in paragraph 8d., AFR 80-14, dated 19 August 1958. This participation includes, but is not limited to, the following:

(a) Provide staff level personnel to assist in the planning, coordinating and administering the JTF's activities.

(b) Provide working level people for professional guidance and to help man the JTF's supply section; obtain preliminary parts consumption data, continually evaluate the B-70 Test Support Table and Supply Manning Documents.

(c) Provide working level personnel for professional guidance in the maintenance section of the JTF and to continually evaluate and revise the maintenance and inspection procedures, inspection cards, flow charts, etc.

(d) Insure timely support of the B-70 Category Tests in accordance with paragraph 3 h. of AFR 80-14, dated 19 August 1958.

(e) In coordination with the Joint Test Force, prepare and forward a summary of the Category I and II supply procedures to Headquarters ARDC, AMC, and B-70 WSPO.

(2) Provide qualified representation for the Joint Test Force Staff.

(3) Provide specific support as prescribed in the approved test plans.

(4) Provide sufficient representation to joint test force staff to:

(a) Maintain surveillance of the WSC and AF activities relating to the WSCSC.

(b) Maintain surveillance of the WSC maintainability and reliability program.

(c) Fulfill those responsibilities, during flight test, as set forth in AMC Manual 66-2.

i. The Commander ATC will:

(1) Participate in all categories of testing as prescribed in paragraph 8g., AFR 80-14, dated 19 August 1958.

(2) Provide staff and working level personnel to the Joint Test Force in Category I and II to accomplish the following:

(a) Provide technical competence peculiar to training to the Joint Test Force and determine technical data requirements for planning and programming projected training needs.

(b) Develop and administer appropriate test measures and techniques through the Joint Test Force to accomplish paragraph 4a(8) of AFR 80-14, dated 19 August 1958 and obtain necessary information to provide training for SAC and ATC personnel.

(3) Provide specific support as prescribed in the approved test plans.

j. Commander AFMDC will:

(1) Program for and provide to Joint Test Force, personnel and resources to support Bomb-Nav. Missile Guidance Subsystem and target test planning, development and evaluation testing.

(2) Provide primary technical and resource support to Joint Test Force in planning and implementing the test objectives and detailed requirements for electronic countermeasures vulnerability testing.

k. The Commander ADC will:

(1) Provide a qualified member to the Joint Test Force Staff as required by the Joint Test Force in Category I and for full time duty during Category II.

(2) Assist in the planning of electronic Countermeasure (ECM) tests and coordinate ECM test requirements with the appropriate ADC agencies.

(3) Provide a realistic simulated hostile environment in which to demonstrate the B-70 Weapon System.

l. ARDC Centers will:

(1) Provide technical assistance to cover specific technical support areas.

(2) Provide facilities and other resources necessary to support the testing of W/S 110A as prescribed in the approved test plan.

(3) Be responsible for timely support to the WSPO, the WSC and the Joint Test Force in the following areas:

(a) Technical guidance, review and reporting.

(b) Expediting test approvals

(c) Provide qualified personnel for Joint Test Force planning and manning of Joint Test Force as required.

(d) Expediting ECP reviews

(e) Application of contractor developed materiel procedures.

(f) Expediting classification of system components (AFR 80-6).

(4) Provide qualified representation to the Joint Test Force when required and/or as indicated in Test Plan.

(5) The senior center member appointed to the Joint Test Force will assure that his center's specific requirements are included in the Joint Test Plans.

m. North American Aviation (NAA) will:

(1) Be responsible for Category I testing performance and demonstration as prescribed by contract.

(2) Provide for and plan with the Joint Test Force Staff for Joint Participation as approved by the B-70 WSPO to include technical assistance and maintenance as required.

(3) Provide technical and logistic support as required by contract, to include early compilation of consumption data, failure rates and usage rates and to be compatible with the LSM procedures.

(4) Provide personnel to assist in the planning and operation of a Joint AF/WSC Special Failure Reporting System.

n. Commander AFSWC will:

(1) Fulfill applicable responsibilities of paragraph g. above to include, but not be limited to, the following:

(a) Insure the compatibility of the warhead with the B-70 armament system.

(b) Develop and standardize applicable techniques for the employment of nuclear weapons.

(2) Provide qualified personnel to fulfill their obligations to the B-70 weapon system and the Joint Test Force as defined in ARDC Reg 23-_____.

(3) Develop the plan for "stock pile-to-target" demonstration for applicable B-70 weapons.

(4) Provide technical guidance to SAC for operational evaluation of associated nuclear weapons.

(5) Be responsible for defining and identifying, for joint test force, special test requirements to include a detailed plan for accomplishing "stock pile" to target for missile assigned as a part of the B-70 System.

o. Commander, WADC will:

(1) Designate the Air Force project officer for the mission and traffic control subsystem flight test evaluation.

(2) Provide the team captain for the component and subsystems inspection and qualification teams.

(3) Be responsible for defining and identifying for the ARDC joint test director the specific technical and qualitative test requirements, standards, and objectives for the various subsystems under development cognizance to be included in the Category I and Category II test plans.

(4) Provide engineering support to the B-70 WSPO as required.

(5) Insure that the B-70 test plan accomplishes the objectives within the WADC mission.

(6) Program and provide for resources and technical support as indicated in the test plan.

(7) Provide timely support to joint test force commander in the following areas:

(a) Technical guidance, review and reporting.

(b) Expediting test approvals.

(c) Provide qualified personnel for joint test force support as necessary.

(d) Expedite classification action.

(8) Designate the Air Force project officer for the All-Weather testing.

(9) Be responsible for detailed planning of Category II climatic and all-weather testing.

(10) Provide personnel and technical assistance to the Joint Test Force to accomplish and conduct climatic testing of B-70 W/S.

p. Commander AEDC will:

Program and provide for wind tunnel testing resources and technical support to the B-70 Program as specified in the Development Plans.

q. Commander, APGC will:

(1) Provide bombing ranges and shape ballistic data as required in the plans.

(2) Provide personnel and facilities as required to support the evaluation of the Electronic Countermeasures equipment on the B-70.

(3) Provide personnel and facilities to determine vulnerability of B-70 to ground detection environment.

7. PLANNING FACTORS:

a. The B-70 Weapon System Test Program will be accomplished with ARDC, AMC, ATC, ADC, SAC and NAA participation using the Test Force method outlined in AFR 80-14 dated 19 August 1958.

b. The maximum of testing will be accomplished within the AFFTC area under the direction of the Test Director to combine the test objectives of all interested agencies. The test force will be located at AFFTC during Category I and II. Category I and II testing of the B-70 W/S will be conducted at the AFFTC, Pacific Missile Range and other facilities as outlined in the test plans and approved by the WSPO.

c. During Category III, the Test Force will move to a site determined by SAC and the Executive responsibility of the Test Force will then be transferred to SAC.

d. The ARDC Test Director will provide SAC and AMC at earliest possible date normal or peculiar test requirements which could influence site selection for Category III testing.

e. The Category I and II Test Director will be a direct representative of the Commander AFFTC, and will keep the Commander, Detachment #1, ARDC, informed of all factors affecting the B-70 W/S Test by timely reports. Any action necessary for the successful accomplishment of the test program will be directed to the WSPO and/or Headquarters, ARDC.

f. The Category I and II Test Director will be responsible for the detail planning and the execution of the test plan. ~~In the management of the test program, the Test Director~~ In the management of the test program, the Test Director will not take direct actions which are the responsibility of the WSPO without prior approval. Category I and II Test Plans will be submitted to the B-70 WSPO for approval.

g. Actions to be directed to contractors will be directed through the Weapon System Contractor by the WSPO.

h. The Joint Test Force will be formed as an integral organization with a minimum staff as of 1 JAN 1961 at Edwards Air Force Base, California.

i. All ARDC Agencies will fund for required activities in support of this test. Agencies other than ARDC will provide their own funds and logistical support to meet individual special test requirements.

j. All activities, corrallated or directly in support of this project, will be afforded the same priority and precedence allowed the overall project.

k. All Air Force Flight Testing of the B-70 Weapon System will be under the direction and management of the Joint Test Force.

8. SPECIAL ADMINISTRATIVE OR LOGISTIC MATTERS, PROBLEMS OR PROCEDURES:

a. The AFFTC will forward to Headquarters ARDC, ATTN: RDSO, the following information:

(1) Time - Phasing

(2) Organizational Component

(3) Officer and airmen by grade and civilian by graded or ungraded category.

(4) AFSC

(5) Extent to which each major command and ARDC Center will support the JTF.

(6) Projected training requirements.

b. The Joint Test Force will forward a summary of supply procedures to Headquarters ARDC, AMC and B-70 WSPO.

c. The Test Director will insure that supply planning is accomplished at other locations where Category II testing may be conducted (RDSMSE).

d. Each responsible ARDC operating agency identified in paragraph 6, of this directive, will submit to ARDC Test Director test support work schedules, (ARDC Form 105) in accordance with ARDC Mechanization Letter No. 5.

e. The ARDC Test Director will submit to responsible development agency a [redacted] test support work schedule (Form 105).
CONSOLIDATED

f. The Test Director will organize and put into operation the Joint Test Force Organization by January 1961.

g. The Commander AFFTC will be allowed the latitude prescribed by ARDC Reg 20-15 in organizing the B-70 Joint Test Force.

h. Each Command (SAC, AMC, ATC, ADC, etc.) will budget for their participation in the Test Program.

i. All reports of the Joint Test Force will be submitted to the B-70 WSPO at intervals to be indicated in the Test Plan.

j. Direct communication is authorized the Test Director with other DOD Agencies as required to implement the Test Plans.

T. D. NR 59-18 (CONT'D)

k. Direct communication is authorized the Test Director with the Commander, Pacific Missile Range, to implement usage of the Pacific Missile Range. Initial contact will be made through the AF Liaison Office at PMR.

l. Operational control is defined as those functions of command involving the composition of subordinate units, the designation of objectives and the authoritative direction necessary to accomplish the mission. It does not include such matters as personnel administrative, discipline, internal organization and unit training except in response to specific requests.

10. CONTACT PERSONNEL:

Agency	NAME	Office Symbol	Telephone
SAC			
AMC			
ATC			
ARDC			
AFFTC			
WSPG			

11. COORDINATION:

SAC

ATC

AMC

ARDC

FOR THE COMMANDER:

WALLACE R. JORDAN
Colonel, USAF
Deputy Asst for Test Operations
Deputy Commander/Resources

DISTRIBUTION:

SAC - 5 Copies
ATC - 5 Copies
AMC - 5 Copies
ARDC - 25 Copies

File 10 MGA

DEPARTMENT OF DEFENSE

SECURITY REQUIREMENTS CHECK LIST

FOR PRIME AND SUBCONTRACTS INVOLVING CLASSIFIED INFORMATION

INSTRUCTIONS for the preparation of this form will be found in paragraph 6-104, AFISR.

1. THIS CHECK LIST IS FOR A		2. CONTRACT NUMBER OR OTHER IDENTIFICATION NUMBER	3. FACILITY SECURITY CLEARANCE REQUIRED	
X	PRIME CONTRACT	PRIME AF33(600)-42058		TOP SECRET
	SUBCONTRACT	SUBCONTRACT	X	SECRET
	INVITATION TO BID OR REQUEST FOR PROPOSAL (Use Optional)	INVITATION TO BID OR REQUEST FOR PROPOSAL (Use Optional)		CONFIDENTIAL

4. NAME AND ADDRESS OF PRIME CONTRACTOR
North American Aviation, Inc.
Los Angeles International Airport
Los Angeles 45, California

5. NAME AND ADDRESS OF SUBCONTRACTOR (If applicable)

6. THIS CHECK LIST IS:		DATE
	a. ORIGINAL CHECK LIST	
	b. CHANGE NUMBER_____ TO ORIGINAL CHECK LIST	
X	c. REVISED CHECK LIST (All previous check lists and changes are superseded)	26 Aug 60

7. SECURITY REQUIREMENTS CHECK LISTS (DD Form 254) FOR SUBCONTRACTING FROM THIS [X] PRIME CONTRACT [ ] SUBCONTRACT WILL BE APPROVED BY:

MILITARY ACTIVITY (Code Number if available)
Air Materiel Command
Aeronautical Systems Center
Directorate of Strategic Systems

ADDRESS
Wright-Patterson Air Force Base, Ohio

8. GENERAL IDENTIFICATION OF THE PROCUREMENT FOR WHICH THIS CHECK LIST APPLIES
(Designate security classification, if appropriate)

YB-70 System - 110A (U)

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use open spaces for additional elements)	TOP SECRET	SECRET	CON-FIDENTIAL	CON-FIDENTIAL (Modified handling authorized)	UN-CLASSIFIED
9. CONTRACT OR SUBCONTRACT DOCUMENT					X
a. SCHEDULE OR ANNEX					X (1)
10. WRITTEN OR ORAL REFERENCE TO:					
a. NOMENCLATURE OR MODEL DESIGNATION					X
b. CONTRACTOR					X
c. GOVERNMENT CONTRACT NUMBER					X
d. CODE NAME					X
e. CODE OR OTHER NAME IF ACCOMPANIED BY ITS MEANING					X
f. IDENTIFYING DESCRIPTION OF EQUIPMENT OR MATERIAL		X (1)	X (2)(3)		X (3)
g. IDENTIFYING DESCRIPTION OF PURPOSE					X
h. ANNOUNCEMENT OF CONTRACT AWARD					X
i. FISCAL ELEMENTS OF CONTRACT			X (5)		X (5)
j.					

REPLACES DD FORM 254 DATED 1 OCT 54 AND DD FORM 254-1 DATED 1 FEB 52, WHICH ARE OBSOLETE.

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use open spaces for additional elements)	TOP SECRET	SECRET	CON-FIDENTIAL	CON-FIDENTIAL (Modified handling authorized)	UN-CLASSIFIED
11. PRODUCTION AND PROCUREMENT INFORMATION:					
a. NUMBER SCHEDULED			X		
b. NUMBER PRODUCED	N/A				
c. NUMBER ON HAND	N/A				
d. RATE OF DELIVERY			X		
e. UNIT PRICE TO GOVERNMENT					X
f. OVERALL PRICE OF CONTRACT					X
g. RAW MATERIAL USAGES		X (6)			X(6)
h. LIST OF SUBCONTRACTORS, VENDORS OR SUPPLIERS					X
i. PRODUCTION AND PROGRAM SCHEDULES		X (11)	X (11)		X(11)
j. SPECIALIZED GOVERNMENT MANUFACTURING TECHNIQUES			X		
k. APPLICATION OF "OFF THE SHELF" ITEMS			X (3)		X(3)
l.					
12. DRAWINGS, SKETCHES OR PHOTOGRAPHS: (On attached sheets, list individual items which require classification and explain in detail)					
a. COMPLETE OR SUBSTANTIALLY COMPLETE SET		X			
b. INDIVIDUAL DRAWINGS, SKETCHES OR PHOTOGRAPHS		X (1)	X(2)(3)		X(3)
c. GAUGES					X
d. TOOLING					X
e. TEST EQUIPMENT					X
f. INSTALLATION		X (1)	X (2)(3)		X(3)
g. ASSEMBLY		X (1)	X(2)(3)		X(3)
h. EXTERNAL VIEWS			X		
i. INTERNAL CUTAWAYS OR EXPLODED VIEWS		X (1)	X(2)(3)		X(3)
j. WITH SCALE FACTORS OR DIMENSIONS		X (1)	X(2)(3)		X(3)
k. DESIGN DETAILS		X (1)	X(2)(3)		X(3)
l. MAJOR COMPONENTS		X (1)	X(2)(3)		X(3)
m. SPARE PARTS		X (1)	X(2)(3)		X(3)
n. DESCRIBING PRINCIPLE INVOLVED		X			

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use open spaces for additional elements)	TOP SECRET	SECRET	CON-FIDENTIAL	CON-FIDENTIAL (Modified handling authorized)	UN-CLASSIFIED
13. END ITEM PRODUCED UNDER CONTRACT:					
a. CLASSIFICATION OF END ITEM		X			
b. DEGREE OF PROTECTION IN TRANSIT					N/A
c. COMPONENTS OR ACCESSORIES					
(1) Missile Systems					X (8)
(2)					
(3)					
(4)					
(5)					
d.					
e.					
14. SPECIFICATIONS:					
a.		X (1)	X (2)(3)		X (3)
b.					
c.					
d.					
15. DESIGN INFORMATION:					
a.		X (1)	X (2)(3)		X (3)
b.					
c.					
d.					
e.					
16. MODELS, MOCKUPS AND TRAINING AIDS:					
a. SCALE MODELS			X		
b. MODELS WITHOUT SCALE			X		
c. COMPLETE MOCKUPS			X		
d. SUB-ASSEMBLY MOCKUPS		X (1)	X (2)(3)		X (3)
e. TRAINING AIDS		X (1)	X (2)(3)		X (3)
f.					

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use open spaces for additional elements)	TOP SECRET	SECRET	CON-FIDENTIAL	CON-FIDENTIAL (Modified handling authorized)	UN-CLASSIFIED
17. CONTRACTOR GENERATED REPORTS:					
a. STATUS AND PROGRESS REPORTS		X (1)	X (2)(3)		X (3)
b. TECHNICAL REPORTS		X (1)	X (2)(3)		X (3)
c. INSPECTION REPORTS		X (1)	X (2)(3)		X (3)
d. ENGINEERING NOTES AND COMPUTATIONS		X (1)	X (2)(3)		X (3)
e. COST AND PRICE ANALYSIS			X (5)		X (5)
f. ACCOUNTING AND STATISTICAL REPORTS			X (5)		X (5)
18. PUBLICATIONS:					
a. FIELD MAINTENANCE OR SERVICE HANDBOOKS		X (1)	X (2)(3)		X (3)
b. OPERATIONAL HANDBOOKS		X (1)	X (2)(3)		X (3)
c. INSPECTION HANDBOOKS		X (1)	X (2) (3)		X (3)
d. REPAIR OR OVERHAUL HANDBOOKS		X (1)	X (2)(3)		X (3)
e. PARTS CATALOGUE		X (1)	X (2)(3)		X (3)
f.					
19. PERFORMANCE INFORMATION AND TESTS:					
a. TESTS - SIGNIFICANT INPUT DATA, RESULTS AND CONCLUSIONS		X (1)	X (2)(3)		X (3)
b. MILITARY PERFORMANCE OR OPERATING CHARACTERISTICS		X (1)	X (2)(3)		X (3)
c. ESTIMATES OR PROVEN CONCLUSIONS REGARDING CAPABILITIES OR LIMITATIONS		X (1)	X (2)(3)		X (3)
d.					
20. ADDITIONAL ELEMENTS OR FOREGOING ELEMENTS CONTINUED: (Use additional sheets if necessary)					
a.					
b.					
c.					

21. REMARKS: (If additional space is required, attach plain paper and continue using paragraph designation)

ATTACHMENT #1 IS MADE A PART OF THIS DD-254.

NOTE: Refer all questions pertaining to this check list to the approving official listed below.

FOREGOING SECURITY REQUIREMENTS CHECK LIST APPROVED BY DEPARTMENT OF DEFENSE CONTRACTING OFFICER OR HIS REPRESENTATIVE.

TYPED NAME AND TITLE	SIGNATURE
ROBERT F. WASSAM Contracting Officer	Robert F. Wassam
MILITARY ACTIVITY AND ADDRESS	**DEPARTMENT**
	U. S. Air Force

21. REMARKS

(1) Any specification, drawing, photograph or data which reveal exact performance such as speed, range, radius, altitude, gross weight or special features such as external stores, etc., shall be classified SECRET.

(2) Any drawing, photo, model, mock-up, sketch, specification or data which discloses overall dimensions and/or external configuration will be classified CONFIDENTIAL. (Formerly Secret).

(3) Major airframe sub-assembly installation or assembly drawings or data of any type which do not reveal overall configurations shall be UNCLASSIFIED, except that those which describe or depict the inlet duct will be classified CONFIDENTIAL.

(4) Drawings, data, photographs, reports or manuals not revealing any information listed in (1) or (2) above shall be UNCLASSIFIED. The following information shall be UNCLASSIFIED:

(a) General speed of "2000 mph", "Mach 3" or "Above 70,000 feet".

(b) Inter-continental range.

(c) Ability to make round trip runs to target without refueling.

(5) Overall YB-70 program costs shall be classified CONFIDENTIAL. Overall costs of any one phase or overall costs of a particular subsystem as defined by CIM documentation will be UNCLASSIFIED. Smaller increments of costs, such as yearly totals, will be UNCLASSIFIED.

(6) The usage data of raw materials which would divulge performance or temperature limits connected with exact Mach number will be SECRET.

(7) Design aerodynamic temperature and pressure limits when not correlated with exact speed or altitude shall be UNCLASSIFIED.

(8) Reference, verbal or otherwise which associates ASM, BDM, or PS #1 systems with the YB-70 or B-70 Program is UNCLASSIFIED. Any reference to missile and/or weapon system capability performance is classified SECRET.

(9) The term Canard alone when associated with 110A, YB-70 or B-70 is UNCLASSIFIED.

(10) Thermodynamic data that does not reveal performance figures such as speed, altitude, etc., shall be UNCLASSIFIED.

(11) YB-70 schedules will be classified CONFIDENTIAL; detail schedules not revealing overall or major portions thereof will be UNCLASSIFIED; B-70 schedules through delivery of the 1st wing will be CONFIDENTIAL; B-70 schedules past delivery of the 1st wing will be SECRET.

AF-WP-B-OCT 60 30

(12) Engine model when associated with 110A or B-70 is UNCLASSIFIED.

(13) Type of chemical fuel used is UNCLASSIFIED.

NOTE: The Security Check List for the Propulsion Subsystem will be furnished separately to the Contractor for guidance and compliance.

Prepared and approved by WWZB.

TED H. GOSS
Asst to the Chief, B-70 Weapon System Project Office
Directorate of Systems Management

DEPARTMENT OF DEFENSE

SECURITY REQUIREMENTS CHECK LIST

FOR PRIME AND SUBCONTRACTS INVOLVING CLASSIFIED INFORMATION

INSTRUCTIONS for the preparation of this form will be found in paragraph 6-204, AFISR.

1. THIS CHECK LIST IS FOR A		2. CONTRACT NUMBER OR OTHER IDENTIFICATION NUMBER	3. FACILITY SECURITY CLEARANCE REQUIRED	
X	PRIME CONTRACT	PRIME AF33(600)-38669		TOP SECRET
	SUBCONTRACT	SUBCONTRACT	X	SECRET
	INVITATION TO BID OR REQUEST FOR PROPOSAL (Use Optional)	INVITATION TO BID OR REQUEST FOR PROPOSAL (Use Optional)		CONFIDENTIAL

4. NAME AND ADDRESS OF PRIME CONTRACTOR
North American Aviation, Inc.
Los Angeles International Airport
Los Angeles 45, California

5. NAME AND ADDRESS OF SUBCONTRACTOR (If applicable)

6. THIS CHECK LIST IS:		DATE
	a. ORIGINAL CHECK LIST	
	b. CHANGE NUMBER_____ TO ORIGINAL CHECK LIST	
X	c. REVISED CHECK LIST (All previous check lists and changes are superseded)	11 May 1960

7. SECURITY REQUIREMENTS CHECK LISTS (DD Form 254) FOR SUBCONTRACTING FROM THIS [X] PRIME CONTRACT [ ] SUBCONTRACT WILL BE APPROVED BY:

MILITARY ACTIVITY (Code Number if available)
Air Material Command
Aeronautical Systems Center
Directorate of Strategic Systems

ADDRESS
Wright-Patterson Air Force Base, Ohio

8. GENERAL IDENTIFICATION OF THE PROCUREMENT FOR WHICH THIS CHECK LIST APPLIES (Designate security classification, if appropriate)

XB-70 System - 110A (U)

CLASSIFICATION OF CONTRACT DOCUMENTS (Delete all inapplicable items. No items to be left blank. Use space for additional classes)	TOP SECRET	SECRET	CONFIDENTIAL	CONFIDENTIAL (Modified handling authorized)	UNCLASSIFIED
9. CONTRACT OR SUBCONTRACT DOCUMENT					X
a. SCHEDULE OR ANNEX					X (1)
10. WRITTEN OR ORAL REFERENCE TO:					
a. NOMENCLATURE OR MODEL DESIGNATION					X
b. CONTRACTOR					X
c. GOVERNMENT CONTRACT NUMBER					X
d. CODE NAME					X
e. CODE OR OTHER NAME IF ACCOMPANIED BY ITS MEANING					X
f. IDENTIFYING DESCRIPTION OF EQUIPMENT OR MATERIAL		X (1)	X (2)(3)		X (3)
g. IDENTIFYING DESCRIPTION OF PURPOSE					X
h. ANNOUNCEMENT OF CONTRACT AWARD					X
i. FISCAL ELEMENTS OF CONTRACT			X (5)		X (5)
j.					

DD FORM 1 JUL 55 254

PREVIOUS EDITIONS ARE OBSOLETE

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use open spaces for additional elements)	TOP SECRET	SECRET	CON-FIDENTIAL	CON-FIDENTIAL (Modified handling authorized)	UN-CLASSIFIED
11. PRODUCTION AND PROCUREMENT INFORMATION:					
a. NUMBER SCHEDULED			X		
b. NUMBER PRODUCED	N/A				
c. NUMBER ON HAND	N/A				
d. RATE OF DELIVERY			X		
e. UNIT PRICE TO GOVERNMENT					X
f. OVERALL PRICE OF CONTRACT					X
g. RAW MATERIAL USAGES		X (6)			X (6)
h. LIST OF SUBCONTRACTORS, VENDORS OR SUPPLIERS					X
i. PRODUCTION AND PROGRAM SCHEDULES		X (11)	X (11)		X (11)
j. SPECIALIZED GOVERNMENT MANUFACTURING TECHNIQUES			X		
k. APPLICATION OF "OFF THE SHELF" ITEMS			X (3)		X (3)
l.					
12. DRAWINGS, SKETCHES OR PHOTOGRAPHS: (On attached sheets, list individual items which require classification and explain in detail)					
a. COMPLETE OR SUBSTANTIALLY COMPLETE SET		X			
b. INDIVIDUAL DRAWINGS, SKETCHES OR PHOTOGRAPHS		X (1)	X (2)(3)		X (3)
c. GAUGES					X
d. TOOLING					X
e. TEST EQUIPMENT					X
f. INSTALLATION		X (1)	X (2)(3)		X (3)
g. ASSEMBLY		X (1)	X (2)(3)		X (3)
h. EXTERNAL VIEWS			X		
i. INTERNAL CUTAWAYS OR EXPLODED VIEWS		X (1)	X (2)(3)		X (3)
j. WITH SCALE FACTORS OR DIMENSIONS		X (1)	X (2)(3)		X (3)
k. DESIGN DETAILS		X (1)	X (2)(3)		X (3)
l. MAJOR COMPONENTS		X (1)	X (2)(3)		X (3)
m. SPARE PARTS		X (1)	X (2)(3)		X (3)
n. DESCRIBING PRINCIPLE INVOLVED		X			

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. No items to be left blank. Use extra spaces for additional elements)	TOP SECRET	SECRET	CONFIDENTIAL	CONFIDENTIAL (Modified handling authorized)	UNCLASSIFIED
13. END ITEM PRODUCED UNDER CONTRACT:					
a. CLASSIFICATION OF END ITEM		X			
b. DEGREE OF PROTECTION IN TRANSIT					N/A
c. COMPONENTS OR ACCESSORIES					
(1) Missile Systems					X (8)
(2)					
(3)					
(4)					
(5)					
d.					
e.					
14. SPECIFICATIONS:					
a.		X (1)	X (2)(3)		X (3)
b.					
c.					
d.					
15. DESIGN INFORMATION:					
a.		X (1)	X (2)(3)		X (3)
b.					
c.					
d.					
e.					
16. MODELS, MOCKUPS AND TRAINING AIDS:					
a. SCALE MODELS			X		
b. MODELS WITHOUT SCALE			X		
c. COMPLETE MOCKUPS			X		
d. SUB-ASSEMBLY MOCKUPS		X (1)	X (2)(3)		X (3)
e. TRAINING AIDS		X (1)	X (2)(3)		X (3)
f.					

CLASSIFICATION OF CONTRACT ELEMENTS (Delete all inapplicable items. Use "X" to indicate applicable items. Use space for additional elements)	TOP SECRET	SECRET	CONFIDENTIAL	CONFIDENTIAL (Modified handling authorized)	UNCLASSIFIED
17. CONTRACTOR GENERATED REPORTS:					
a. STATUS AND PROGRESS REPORTS		X (1)	X (2)(3)		X (3)
b. TECHNICAL REPORTS		X (1)	X (2)(3)		X (3)
c. INSPECTION REPORTS		X (1)	X (2)(3)		X (3)
d. ENGINEERING NOTES AND COMPUTATIONS		X (1)	X (2)(3)		X (3)
e. COST AND PRICE ANALYSIS			X (5)		X (5)
f. ACCOUNTING AND STATISTICAL REPORTS			X (5)		X (5)
18. PUBLICATIONS:					
a. FIELD MAINTENANCE OR SERVICE HANDBOOKS		X (1)	X (2)(3)		X (3)
b. OPERATIONAL HANDBOOKS		X (1)	X (2)(3)		X (3)
c. INSPECTION HANDBOOKS		X (1)	X (2)(3)		X (3)
d. REPAIR OR OVERHAUL HANDBOOKS		X (1)	X (2)(3)		X (3)
e. PARTS CATALOGUE		X (1)	X (2)(3)		X (3)
f.					
19. PERFORMANCE INFORMATION AND TESTS:					
a. TESTS - SIGNIFICANT INPUT DATA, RESULTS AND CONCLUSIONS		X (1)	X (2)(3)		X (3)
b. MILITARY PERFORMANCE OR OPERATING CHARACTERISTICS		X (1)	X (2)(3)		X (3)
c. ESTIMATES OR PROVEN CONCLUSIONS REGARDING CAPABILITIES OR LIMITATIONS		X (1)	X (2)(3)		X (3)
d.					
20. ADDITIONAL ELEMENTS OR FOREGOING ELEMENTS CONTINUED: (Use additional sheets if necessary)					
a.					
b.					
c.					

21. REMARKS: (If additional space is required, attach plain paper and continue using paragraph designation)

ATTACHMENT #1 IS MADE A PART OF THIS DD-254.

NOTE: Refer all questions pertaining to this check list to the approving official listed below.

FOREGOING SECURITY REQUIREMENTS CHECK LIST APPROVED BY DEPARTMENT OF DEFENSE CONTRACTING OFFICER OR HIS REPRESENTATIVE.

TYPED NAME AND TITLE	SIGNATURE
ROBERT F. WASSAM Contracting Officer	Robert F. Wassam
MILITARY ACTIVITY AND ADDRESS	DEPARTMENT U. S. AIR FORCE

21. REMARKS

(1) Any specification, drawing, photograph or data which reveal exact performance such as speed, range, radius, altitude, gross weight or special features such as external stores, etc., shall be classified SECRET.

(2) Any drawing, photo, model, mock-up, sketch, specification or data which discloses overall dimensions and/or external configuration will be classified CONFIDENTIAL. (Formerly Secret).

(3) Major airframe sub-assembly installation or assembly drawings or data of any type which do not reveal overall configurations shall be UNCLASSIFIED, except that those which describe or depict the inlet duct will be classified CONFIDENTIAL.

(4) Drawings, data, photographs, reports or manuals not revealing any information listed in (1) or (2) above shall be UNCLASSIFIED. The following information shall be UNCLASSIFIED:

(a) General speed of "2000 mph" or "Mach 3", above 70,000 feet.

(b) Inter-continental range.

(c) Ability to make round trip runs to target without refueling.

(5) Overall XB-70 program costs shall be classified CONFIDENTIAL. Overall costs of any one phase or overall costs of a particular subsystem as defined by CDM documentation will be UNCLASSIFIED. Smaller increments of costs, such as yearly totals, will be UNCLASSIFIED.

(6) The usage data of raw materials which would divulge performance or temperature limits connected with exact Mach number will be SECRET.

(7) Design aerodynamic temperature and pressure limits when not correlated with exact speed or altitude shall be UNCLASSIFIED.

(8) Reference, verbal or otherwise which associates ASM, BDM, or PS #1 systems with the B-70 Program is UNCLASSIFIED. Any reference to missile and/or weapon system capability performance is classified SECRET.

(9) The term Canard alone when associated with 110A or B-70 is UNCLASSIFIED.

(10) Thermodynamic data that does not reveal performance figures such as speed, altitude, etc., shall be UNCLASSIFIED.

(11) XB-70 schedules will be classified CONFIDENTIAL; detail schedules not revealing overall or major portions thereof will be UNCLASSIFIED; B-70 schedules through delivery of the 1st wing will be CONFIDENTIAL; B-70 schedules past delivery of the 1st wing will be SECRET.

(12) Engine model when associated with 110A or B-70 is UNCLASSIFIED.

(13) Type of chemical fuel used is UNCLASSIFIED.

NOTE: The Security Check List for the Propulsion Subsystem will be furnished separately to the Contractor for guidance and compliance.

Prepared and approved by WWZB.

TED H. GOSS
Asst Chief, B-70 System Project Office
Directorate of Systems Management

6 pa

COORD: FTFN
FTFO
FTFP

SIGNATURE: COL. PETERSON

"File 10" MGA
CC: FTFOB
FTFN

TWX - ROUTINE - UNCLASSIFIED

ASZVT (MAJ. GIBSON)

REFERENCE 20 SEP TELECON FROM ASZVT TO FTFN. SUBJECT B-70 PILOT QUALIFICATIONS.

THIS MESSAGE IN THREE PARTS. PART I.

BASED ON RETAINABILITY AT THE AIR FORCE FLIGHT TEST CENTER, THE FOLLOWING PILOTS LISTED IN ORDER OF SELECTION ARE CONSIDERED TO MEET THE DESIRED QUALIFICATIONS FOR XB-70 FLIGHT TEST PILOTS:

1. FULTON, FITZHUGH L., JR, MAJ, 36417A

2. LEWIS, KENNETH K., MAJ, AO 705723

3. KUYK, CHARLES F.G., JR, MAJ, 20253A

FLYING TIMES ARE AS FOLLOW:

		TOTAL	MULTI ENG JET			
NAME	TOTAL	JET	TOTAL	B-47	B-52	B-58
FULTON	7507:55	2398:10	1816:15	432:40	372:50	211:40
LEWIS	5305:10	1422:05	1238:35	693:05	115:45	333:45
KUYK	5036:45	3535:10	3302:45	2250:20	681:25	11:55
	*	*	*	**	**	**

* AS OF 31 AUG 61

** AS OF 12 SEP 61

PART II BE ADVISED THAT THIS CENTER DOES NOT MAINTAIN FLIGHT RECORDS FOR LT. COL. COTTON. SUGGEST YOU CONTACT CARSWELL AFB FOR THAT INFORMATION.

PART III MAJ. FULTON AND AL WHITE (NAA) HAVE ARRANGED DISCUSSIONS ON PRELIMINARY NAA PROPOSALS FOR FLIGHT CREW COCKPIT DUTIES AND RESPONSIBILITIES.

MEMO FOR RECORD: LT. COL. ALLEN OF B-70 SPO CONTACTED MR. JOHNSON ON 20 SEP STATING THAT LT. COL COTTON WILL RETAIN HIS IDENTIFICATION WITH THE AFFTC. HE ALSO REQUESTED THE INFORMATION INCLUDED IN PARAGRAPH 1 OF THIS TWX SO THAT SPO COULD SET FORTH EXPERIENCE REQUIREMENTS FOR XB-70 PILOTS.

FY 61 - 70 BP-690 PROGRAMCOST ESTIMATE

PROGRAM STRUCTURE	FISCAL YEAR	TITLE	TOTAL	CIVILIAN PAY	CONTRACT SERVICES	MATERIALS	TRAVEL	TELEPHONE	EQUIPMENT
110A		B-70 Support Estimate							
	61		$5600	$3500			$1000	$100	$1000
	62		$7100	$3500			$1500	$100	$2000
	63		$6650	$3500			$1500	$150	$1500
	64		$5650	$3500			$1000	$150	$1000
	65		$4600	$3500			$1000	$100	
	66		$2350	$1750			$ 500	$100	
	67		$2325	$1750			$ 500	$ 75	
	68		$2100	$1750			$ 300	$ 50	
	69		$2000	$1750			$ 200	$ 50	
	70		$2000	$1750			$ 200	$ 50	

OB file A

File 10" MGA

USAF B-70 PILOT QUALIFICATION

INITIAL FLIGHT/S - PILOT SELECTED SHOULD BE BEST QUALIFIED BASED ON FOLLOWING CRITERIA:

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(1) ACTIVE experimental FLT TEST OFFICER —

(2) FIVE YEARS PREVIOUS EXPERIENCE AS BOMBER EXPERIMENTAL FLIGHT TEST OFFICER

~~ACTIVE~~ PARTICIPANT IN B-58 TEST PROGRAM AND

(3) CURRENT IN B-58 AIRCRAFT

MINIMUM 5000 HRS TOTAL FLIGHT TIME

1000 HRS MULTI ENG JET

100 HRS B-58

FOR SUBSEQUENT FLIGHTS