Historical Report
1 Jan 49-30 Jun 49

used for starts up to 27,000 feet altitude. Climb and level flight turn data was obtained for analysis.

Infra-red propagation through atmosphere experiments were carried out. Air-to-air tests were performed. Mission completed 2 February 1949 and returned to Wright-Patterson AFB.

Comparative camera tests included installation of T-9 camera in B-45 airplane #010. Flight comparison of K17 and cardiographic camera were made.

A successful rocket take-off was made by D-558-2 aircraft on 25 February 1949/

MARCH

J-47 Turbo Jet engine drip and drain valve test project was completed and memorandum report was submitted.

XF-88 AMC Phase II evaluations completed on airplane #525. Airplane #526 arrived 13 March for assembly and flight test.

XF-85 initial captive flight accomplished on #1 airplane. Airplane #2 made free flight No. 6 on 18 March. The trapeze mechanism was damaged during release, skid landing on lake bed was successfully performed.

A1 Ram Jet Test vehicle installed. Lockheed personnel fired 5 inch HVR rockets in range area for tracking practice. Personnel returned to factory for minor modification of equipment.

Liquid propellant rocket motor tested. New light weight motor made two successful firings this month.

APRIL

Tests were completed on the multi-louver liners with seal ring and report was submitted 21 April 1949.

The Eclipse-Pioneer Electronic control (J-35 Engine) was installed. Flight tests have been completed and control will remain in airplane to accumulate flight time.

Tests on the Manning, Maxwell and Moore exhaust gas temperature limiter were concluded and report was compiled for AMC.

XF-85 initial flight of airplane #1 was made 8 April 1949. Landing on lake bed was performed after three unsuccessful attempts were made to hook on trapeze. Program was put on inactive list pending modification of trapeze.

XF-91 airplane and equipment arrived between 31 March and 3 April. Assembly was completed and high speed taxi runs were made. Attempted initial flight 30 April was postponed due to electrical malfunction.

One firing of the A-1 Ram Jet was accomplished. The data obtained was taken to contractor's plant for study and analysis.

B-29 ATO tests were completed 13 April. Long range flights and dummy drops were performed.

Bombing tests were made using XB-4 airplane. M38A2 practice bombs were dropped in both fast and slow trains. APN-718 Radar altimeter was installed.

XF-89 yaw stabilizer, called "Little Herbert," was incorporated in control system to eliminate vibration. Flutter investigation continued. Four 1000 pound thrust solid propellant rockets were used for take off.