

SECRET

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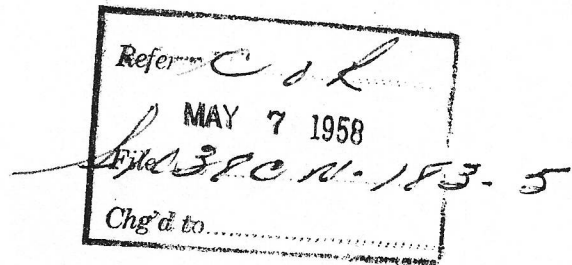
T.D. 8127

DEFERRED

COR 55 10 APR 58

FROM CANAIRHED

TO NORAD COLORADO SPRINGS



FOR GC AUSTIN REFERENCE NORAD BRIEFING TO RCAF DEC 57 CMM  
CLARIFICATION URGENTLY REQUIRED ON FOLLOWING (A) PROBLEMS ASSOCIATED  
WITH EFFECTIVE SUPERSONIC LAUNCH OF GENIE (B) ASSUMING CANCELLATION OF  
IMPROVED GENIE AND BASED ON EXPERIENCE OF SUPERSONIC LAUNCH FROM F101B  
CMM WHAT PROBLEMS MAY BE ANTICIPATED IN SUPERSONIC LAUNCH OF UNIMPROVED  
GENIE FROM THE ARROW USING F101B TYPE LAUNCHER UNDER FOLLOWING CONDITIONS  
1 UP TO M1.5 AT FIFTY THOUSAND FEET AND 2 UP TO M2.0 AT SIXTY THOUSAND FEET

RCAF  
SIGNALS OFFICE

MAY 8 02 41 '58

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ROUTINE

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FM CINC NORAD ENT AFB COLO  
TO CANAIRHED OTTAWA CANADA

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AD R2-5

//S E C R E T / FROM NOOPR X008 CANUSECURITY

REF YOUR MSG COR 55 DTD 10 APRIL RELATIVE TO MB1 GENIE. A. AS FAR AS GENIE ITSELF IS CONCERNED, THERE DOES NOT APPEAR TO BE ANY PROBLEMS ASSOCIATED WITH SUPERSONIC LAUNCH. SUCCESSFUL FIRINGS HAVE BEEN MADE UP TO MACH 1.7. A NEW NOSE CONE IS CURRENTLY UNDER PRODUCTION TO PERMIT FIRING UP TO MACH 3. B. DEVELOPMENT OF IMPROVED MB-1 IS NOT EXPECTED. ONLY PRODUCTION IMPROVEMENTS TO THE PRESENT MB-1 ARE BEING CONSIDERED. C. THE PROBLEM EXPERIENCED WITH THE F101B USING THE EJECTION SYSTEM OF LAUNCH MAY OR MAY NOT APPLY TO THE CF105. THE F101B HAS HAD NO DIFFICULTY WHEN CARRYING ONLY

PAGE TWO RJEDDN 130

ONE ROCKET, BUT WHEN THE DESIGNED LOAD OF TWO HAVE BEEN CARRIED, THE FIRST ROCKET FIRED HAS BEEN AFFECTED BY THE RELATIVE AIRFLOW, CAUSING IT TO YAW AND STRIKE THE TAIL FINS OF THE SECOND ROCKET. MCDONNEL HAS ATTEMPTED TO SOLVE THIS PROBLEM BY PLACING A SPOILER GUARD OR FIN BETWEEN THE TWO ROCKETS. THE MCDONNEL REPRESENTATIVE STATES THAT THE LAST 19 FIRINGS HAVE BEEN SUCCESSFUL AT SPEEDS UP TO M 1.5 AND THAT THEY CONSIDER THAT THE INSTALLATION IS NOW QUITE SATISFACTORY. THE RESPONSIBLE ADC STAFF OFFICERS HAVE YET TO BE CONVINCED THAT THE PROBLEM IS ENTIRELY SOLVED. THE ADC OFFICERS BELIEVE THAT IF IT IS POSSIBLE TO MADE THE INSTALLATION, A RAIL SYSTEM IS MORE ACCURATE AND RELIABLE, AND THAT IT ELIMINATES ANY POSSIBLE AIRFLOW PROBLEMS. A LOCKHEED F104 HAS RECENTLY BEEN MODIFIED TO TAKE THE MB-1 USING A RETRACTABLE RAIL MECHANISM. NO PROBLEMS ARE APPARENT WITH THIS GEAR TO DATE AND SUCCESSFUL LAUNCHINGS HAVE BEEN MADE UP TO MACH 1.7. BASED ON PRESENT INFORMATION ADC RECOMMENDS IF POSSIBLE THE USE OF A RAIL LAUNCHING MECHANISM. HOWEVER, IT DOES NOT YET HAVE AVAILABLE THE ARDC EVALUATION OF THE RECENT F101B FIRINGS AT HOLOMAN USING THE EJECTION LAUNCHER. YOU CAN PROBABLY OBTAIN THIS FURTHER INFORMATION DIRECTLY FROM ARDC.

BT

**A** PARAPHRASE NOT REQUIRED

05/2259Z MAY RJEDDN