

*North American
Aviation, Inc.*

X-15

FLIGHT MANUAL



International Airport, Los Angeles 45, California

LOS ANGELES DIVISION

FLIGHT MANUAL SUPPLEMENT

USAF SERIES

X-15
AIRCRAFT

This publication supplements FHB-23-1. Reference to this supplement will be made on the title page of the basic manual by personnel responsible for maintaining the publication in current status.

7 February 1962

1. PURPOSE

To provide information on airplane control surface deflections during captive-flight checks of the MH-96 adaptive flight control system installed on Airplane AF56-6672.

2. GENERAL

During captive-flight checks of this system, transient control surface deflections have caused concern regarding the possibility of exceeding captive flight limitations for control surface deflection.

3. INSTRUCTIONS

Test data concerning transient control surface deflections occurring during captive-flight checks of the MH-96 system has been analyzed. It has been determined that the maximum control surface deflections encountered are well within the limitations given in Section V under "Captive Flight Limitations."

END

1954

JANUARY 1954

MEMORANDUM

TO THE DIRECTOR

FROM THE ASSISTANT ATTORNEY GENERAL

RE: [Illegible]

[Illegible text]

[Illegible text]

[Illegible text]

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UTILITY FLIGHT MANUAL

USAF SERIES

X-15

AIRCRAFT

CONTRACT
AF33(600)-31693
AF33(600)-40765



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PUBLISHED UNDER AUTHORITY OF THE
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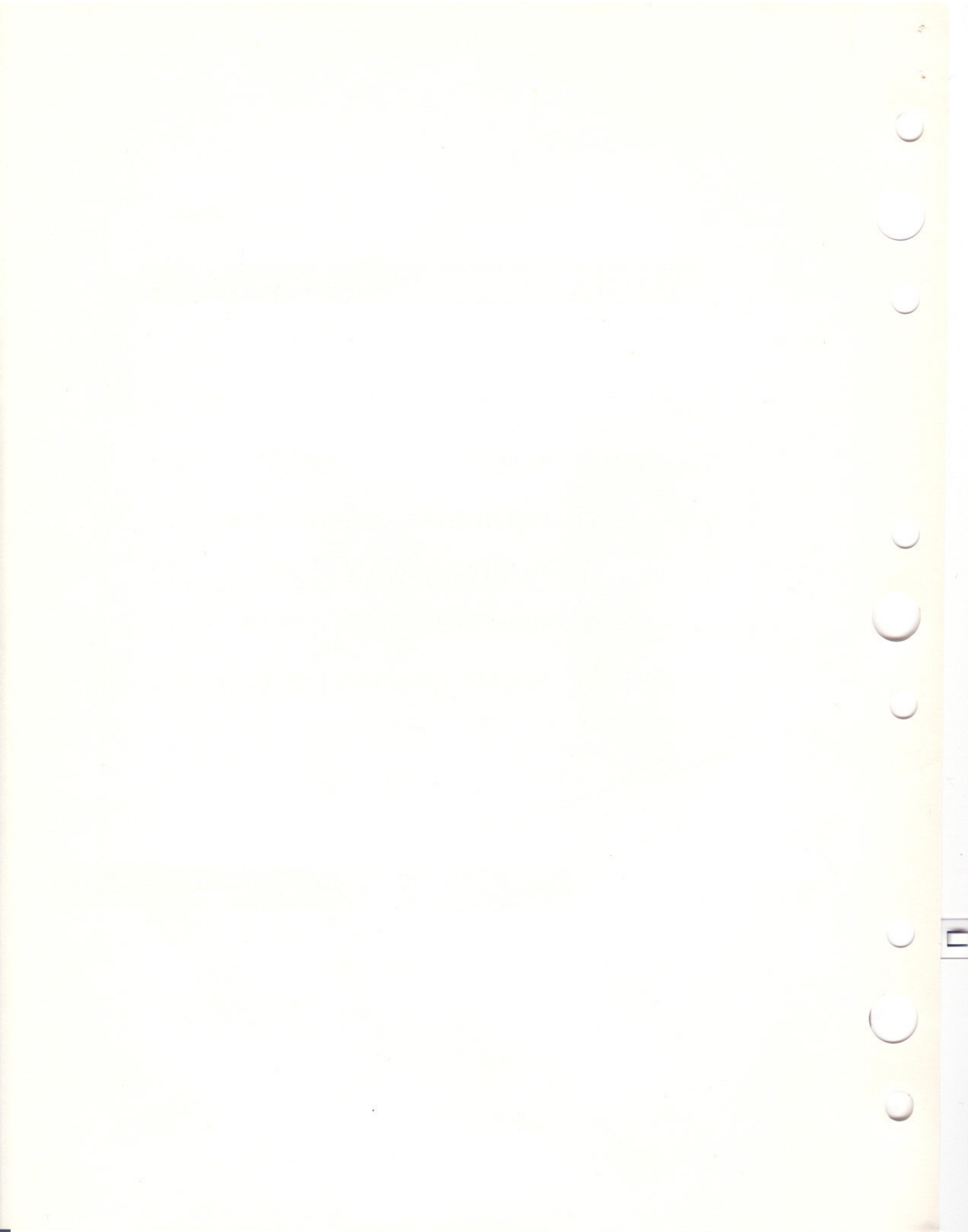
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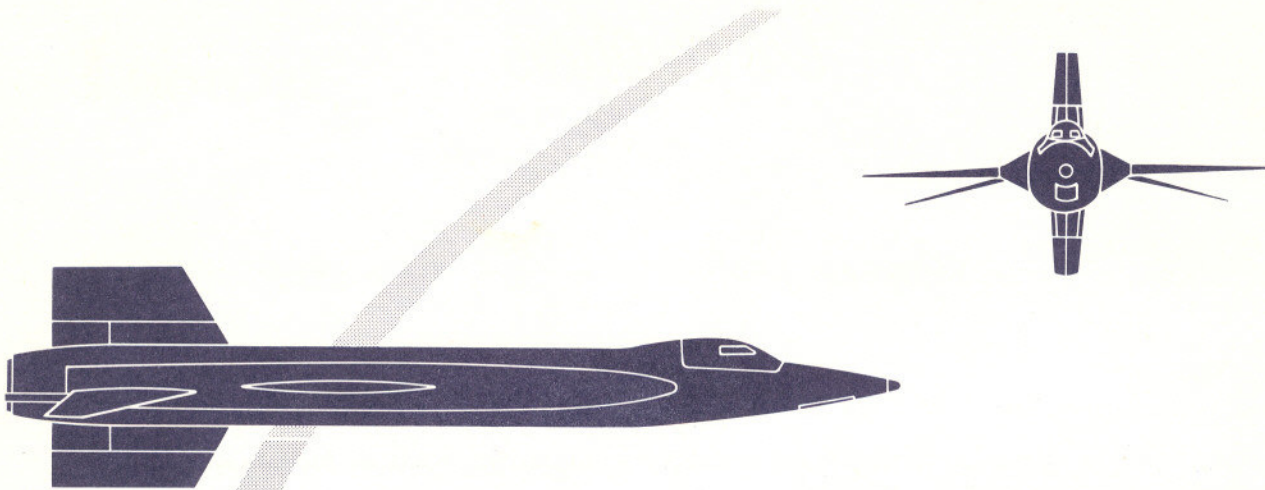
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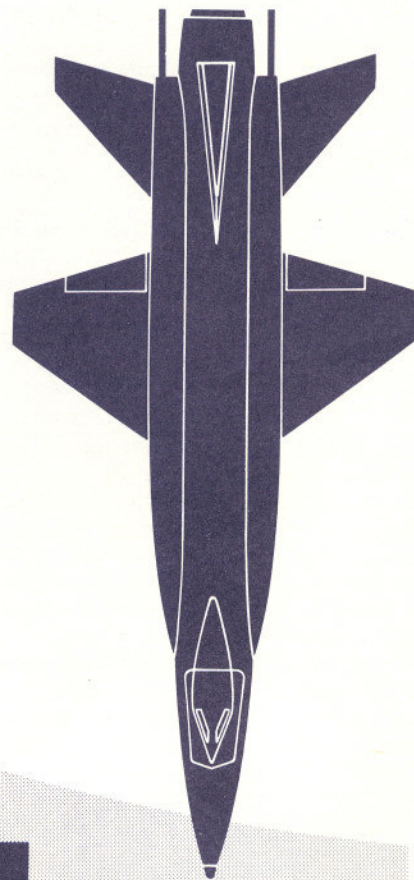
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This utility Flight Manual is the result of extensive research and analysis of engineering data. It contains the necessary information for safe and efficient operation of the X-15 Airplane. Information involving safety of flight will be disseminated by means of the regular Safety of Flight Supplement program. You can determine the status of Safety of Flight Supplements by referring to the Safety of Flight Supplement Index, T.O. 0-1-1A. The title page of the Flight Manual and title block of each Safety of Flight Supplement should also be checked to determine the effect that these publications may have on existing Safety of Flight Supplements. The manual is divided into six separate sections, each containing its own table of contents. The research program for which this airplane was designed requires that each individual mission be precisely pre-planned. Consequently, standard performance data is not included in this manual. The Flight Manual does not discuss in detail certain complex units installed in the airplane, nor does it necessarily contain information on the use or operation of test equipment.



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X-15 (Three-View)