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## SR-71 flights end

From: "Tom C Robison"  
 Date: Thu, 30 Sep 1999 10:10:43 -0500  
 Subject: SR-71 flights end

SR-71 "Blackbird" end research flights for 1999

30 September 1999

The 1999 four-flight series of the SR-71 "Blackbird" with a 41-foot-long test fixture mounted atop of the rear section of the aircraft was completed on September 27 at NASA's Dryden Flight Research Center, Edwards, Calif. The flights showed that the fixture barely impacted the SR-71's stability, handling and flying characteristics while soaring at Mach 3, three times the speed of sound.

the SR-71 Flight Test  
 the plane was  
 faster. The SR-71 stopped

"It flew like a scalded cat," said Engineer Marta Bohn-Meyer. She said unbelievable in how it pushed to go

going over Mach 3 due to system that was used to purge purge, there was concern of systems. This purge system flights, Tim Moes said, NASA research flights.

purge system failure is now be instituted to prevent Although the two-hour flight did not four-flight series proved that the future technologies that need a environment.

Data obtained on the previous flight to Mach 3.0 can be confidently extrapolated to Mach 3.2. Unlike wind tunnels that are constrained by its walls, the SR-71 airplane flies in actual atmospheric conditions, such as moisture and temperatures, at extreme altitudes and speeds making it an ideal testbed for supersonic flight.

NASA's Revolutionary Concepts (RevCon) project is one example of possible future use of the SR-71 as a testbed. The RevCon project encourages the development of ideas that could lead to revolutionary experimental planes.

The Pulse Detonation Engine, one of the first RevCon projects, is a revolutionary approach for future high-speed jet propulsion. The engine will have fewer parts, yet greater propulsion efficiency, resulting in lower maintenance and direct operating costs. It will eventually be flown captive carry on Dryden's SR-71 "Blackbird" to speeds over Mach 3.

short of reaching one test point of the failure of the liquid nitrogen the test fixture. Without proper overheating the fixture's internal has proven very effective in past Dryden's chief engineer for these

He added that the cause of the well understood and procedures will this failure in the future. reach Mach 3.2, the combined SR-71 is a viable testbed for high-speed, high-altitude flight

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