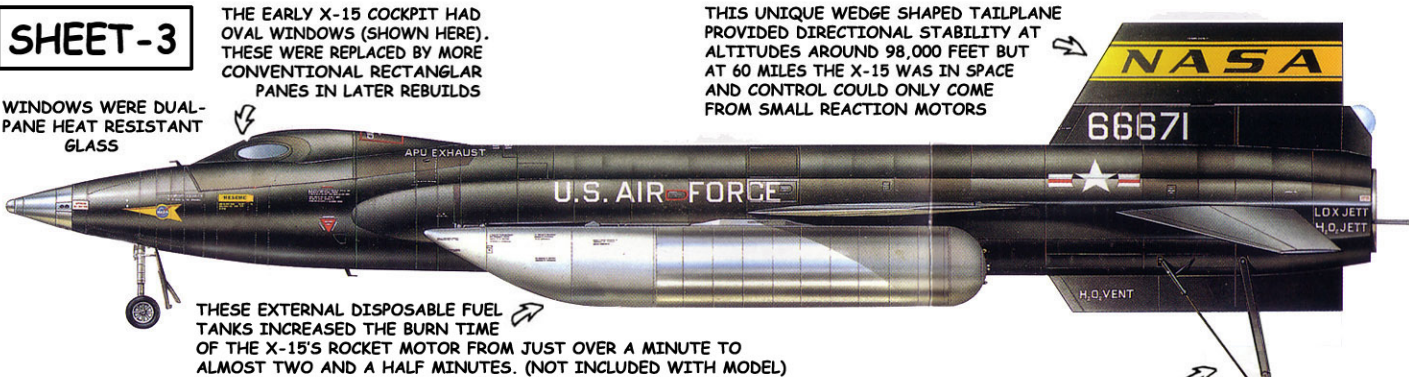


SHEET-3

THE EARLY X-15 COCKPIT HAD OVAL WINDOWS (SHOWN HERE). THESE WERE REPLACED BY MORE CONVENTIONAL RECTANGULAR PANES IN LATER REBUILDS

THIS UNIQUE WEDGE SHAPED TAILPLANE PROVIDED DIRECTIONAL STABILITY AT ALTITUDES AROUND 98,000 FEET BUT AT 60 MILES THE X-15 WAS IN SPACE AND CONTROL COULD ONLY COME FROM SMALL REACTION MOTORS

WINDOWS WERE DUAL-PANE HEAT RESISTANT GLASS



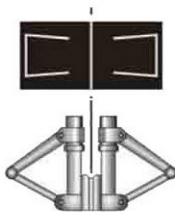
THESE EXTERNAL DISPOSABLE FUEL TANKS INCREASED THE BURN TIME OF THE X-15'S ROCKET MOTOR FROM JUST OVER A MINUTE TO ALMOST TWO AND A HALF MINUTES. (NOT INCLUDED WITH MODEL)

TO SAVE WEIGHT, THE X-15 WAS EQUIPPED WITH RETRACTABLE SKIDS INSTEAD OF A CONVENTIONAL LANDING GEAR (SEE BELOW)

ONE OF THE TOP LEVEL TEST PILOTS OF THE POSTWAR YEARS WAS SCOTT CROSSFIELD WHO PLAYED AN IMPORTANT ROLE IN THE DEVELOPMENT AND TESTING OF THE X-15



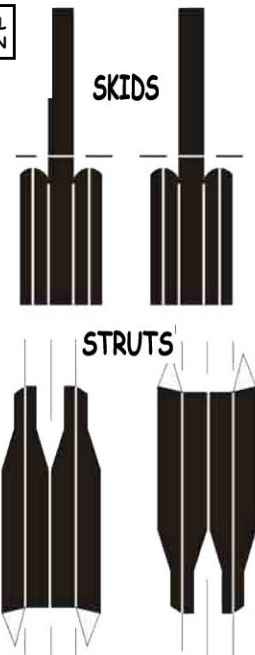
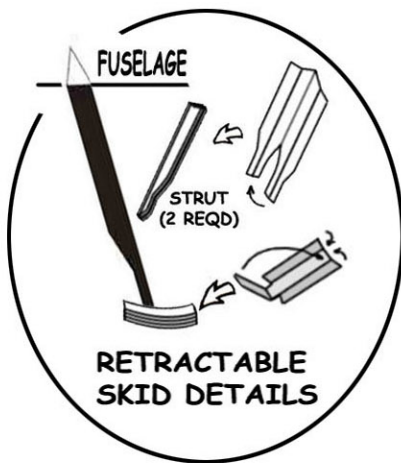
THE FIDDLERSGREEN B-52 CARDMODEL IS OVER IN THE BOMBERS COLLECTION



FOLD



NOSE GEAR



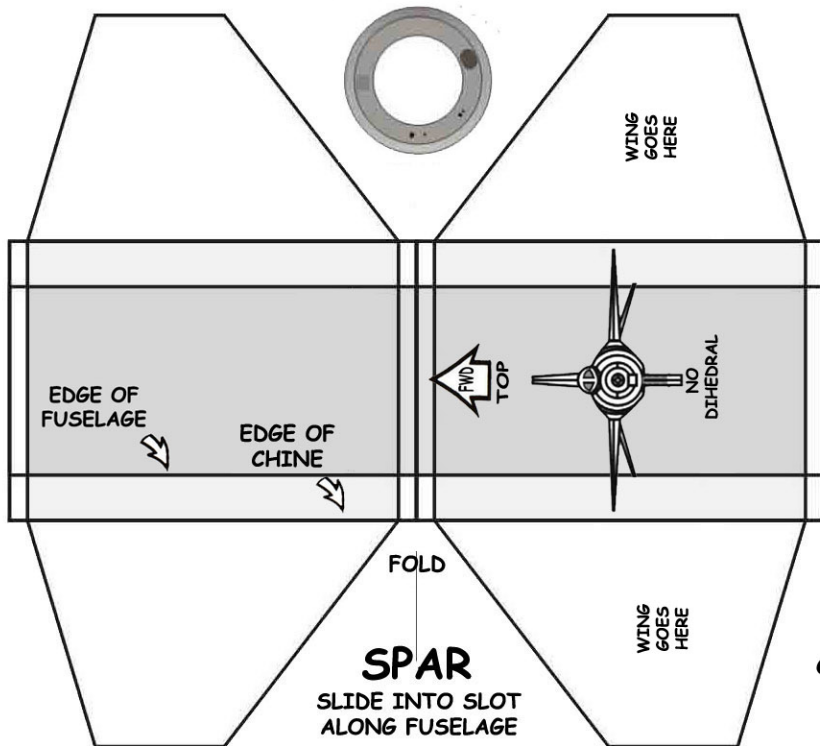
SKIDS

STRUTS

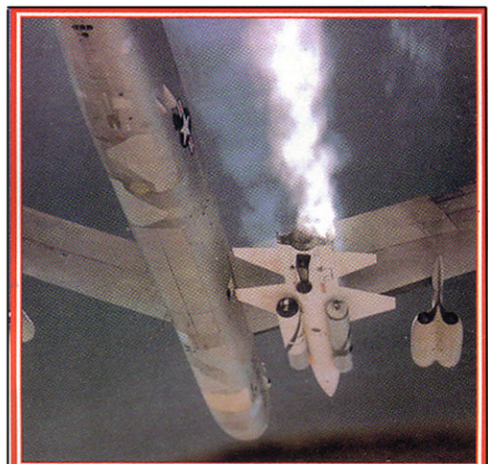
ALTERNATE (EARLIER) ROCKET ENGINES XLR-11



XLR-99 ENGINE



The X-15A-2 is about to be dropped from beneath the wing of a B-52 launch plane.



The white color was a special thick coating developed to protect the X-15 from the extreme temperatures of hypersonic flight.

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