

SHEET 2

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

THIS UNIQUE WEDGE SHAPED TAILPLANE PROVIDED DIRECTIONAL STABILITY AT ALTITUDES AROUND 98,000 FEET BUT WAS UNUSUAL IN THAT THE WING AND CONTROL SURFACES COULD ONLY COME FROM SMALL REACTION MOTORS.



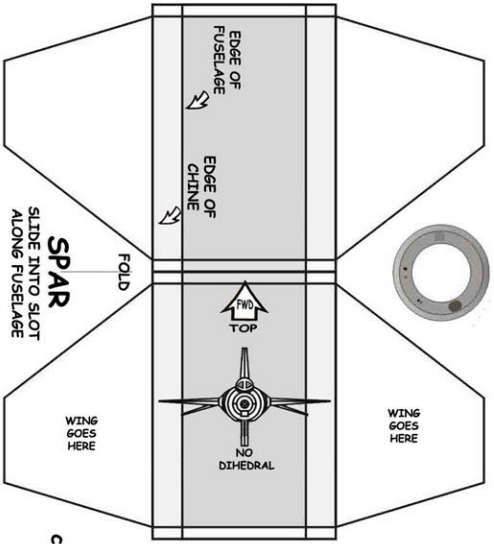
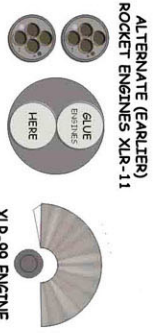
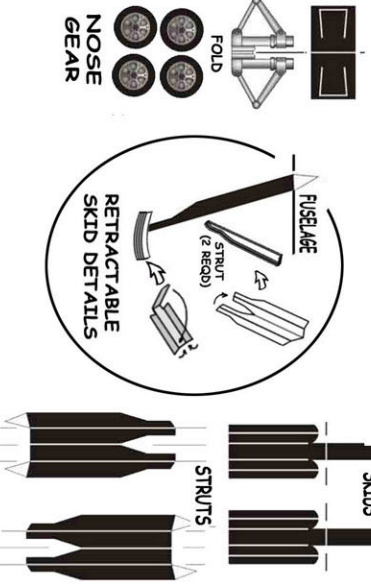
THESE EXTERNAL DISPOSABLE FUEL TANKS INCREASED THE BURN TIME OF THE X-15'S ROCKET MOTOR FROM JUST OVER A MINUTE TO ALMOST TWO AND A HALF MINUTES. (NOT INCLUDED WITH MODEL).

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.

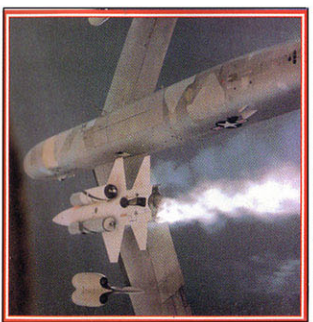


TO SAVE WEIGHT THE X-15 WAS DESIGNED WITH RETRACTABLE SKIDS INSTEAD OF A CONVENTIONAL LANDING GEAR. (SEE BELOW)

THE FIDDLERSGREEN 8-92 CARBONFIBER IS OVER IN THE BOMBERS COLLECTION



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



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