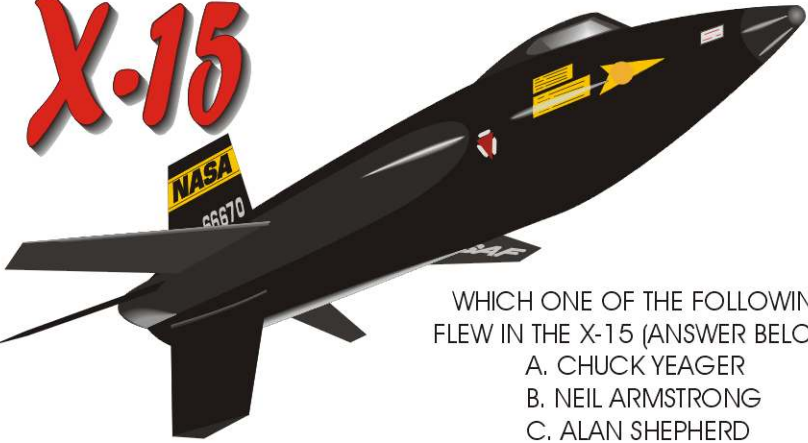
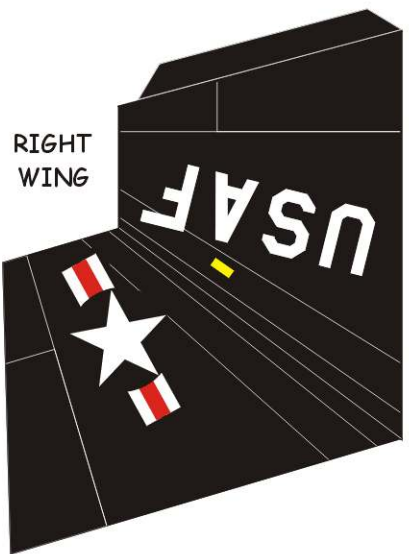


# North American X-15

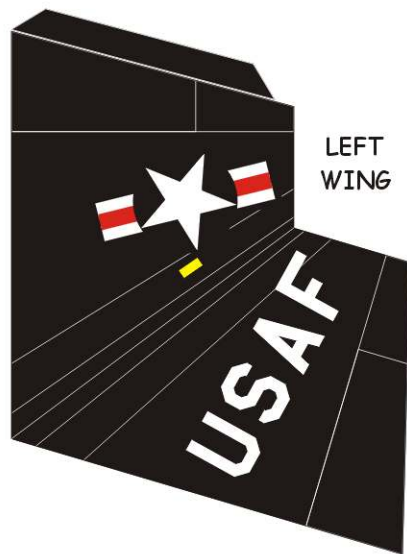


WHICH ONE OF THE FOLLOWING FLEW IN THE X-15 (ANSWER BELOW)?  
A. CHUCK YEAGER  
B. NEIL ARMSTRONG  
C. ALAN SHEPHERD  
D. JOHN GLENN

FOR MORE INFO SEE [WWW.FIDDLERSGREEN.NET](http://WWW.FIDDLERSGREEN.NET)



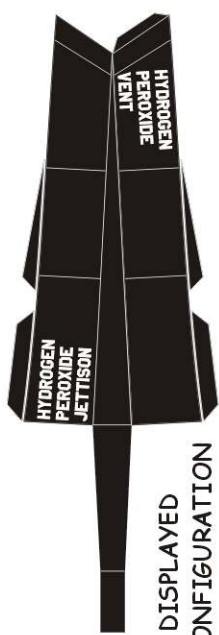
RIGHT WING



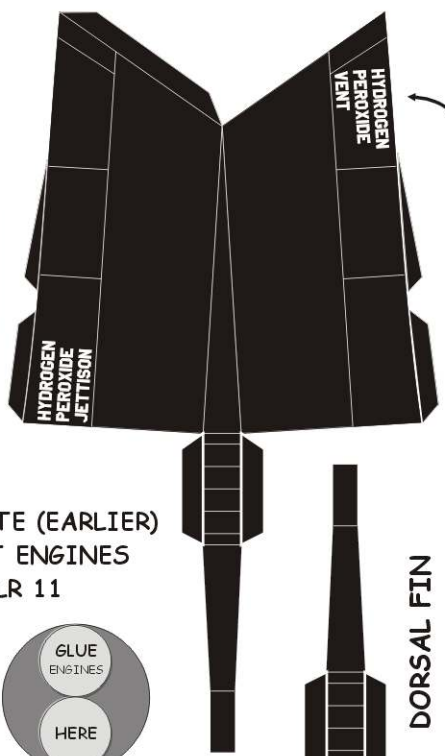
LEFT WING



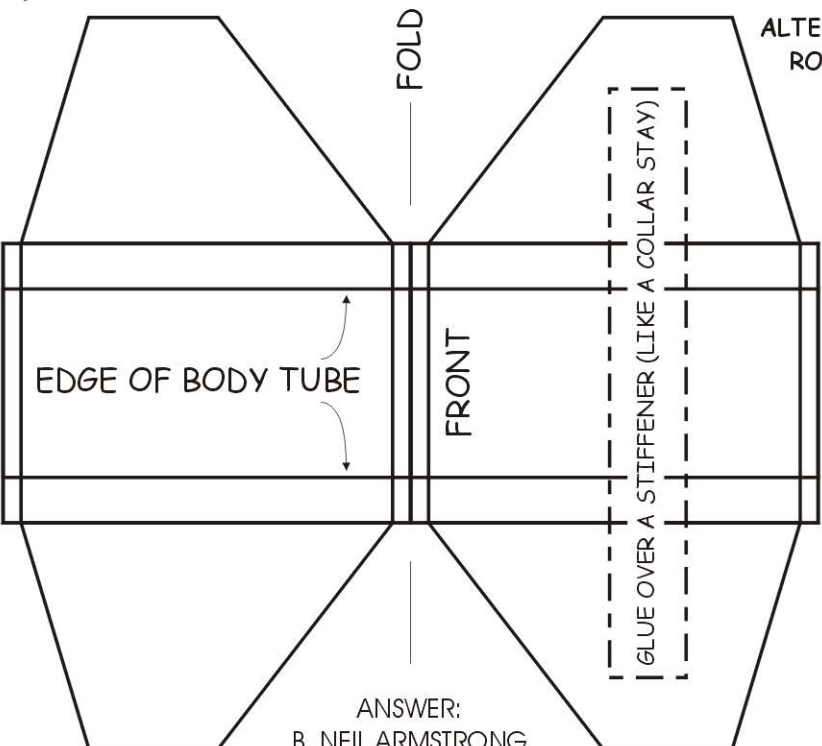
STABILIZERS



VENTRAL FIN

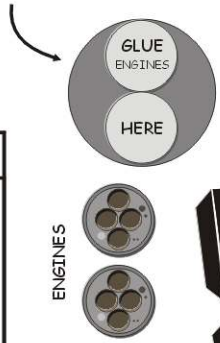


DORSAL FIN



ANSWER:  
B. NEIL ARMSTRONG

ALTERNATE (EARLIER) ROCKET ENGINES XLR 11



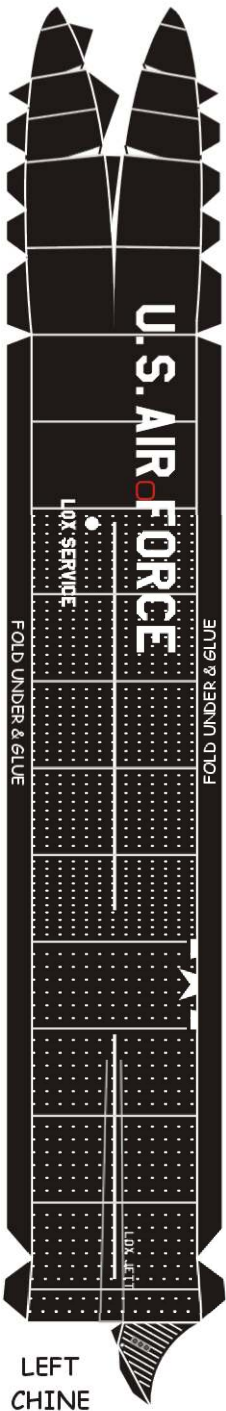
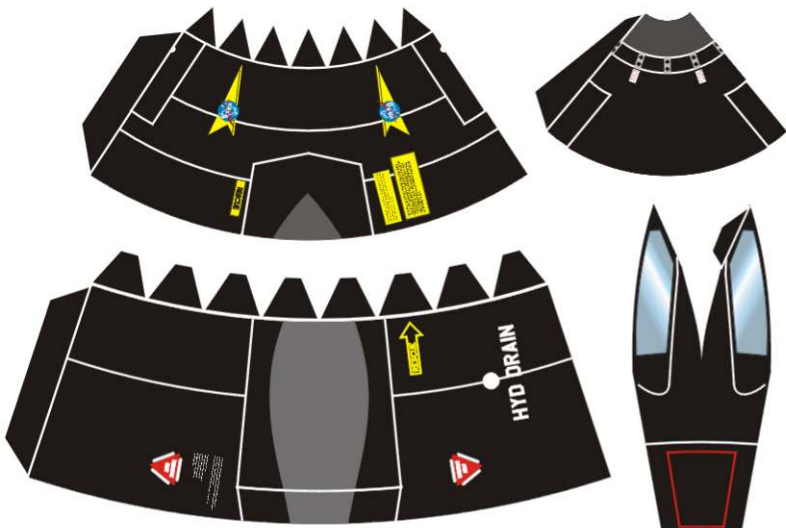
ENGINES

GLUE ENGINES HERE

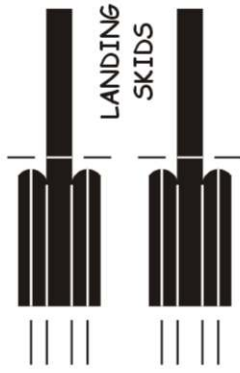
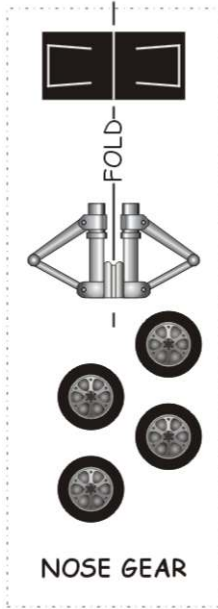
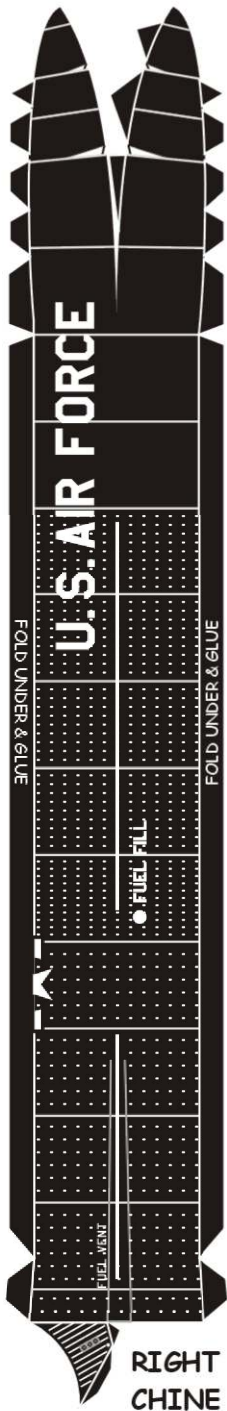


USE THE LARGER OF THE VENTRAL FINS IF YOUR X-15 IS DISPLAYED IN FLIGHT (GEAR UP). THE SHORTER ONE IS THE LANDING CONFIGURATION

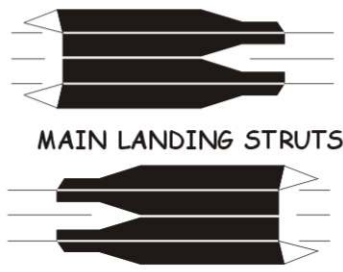
DESIGN BY J. COOKSON '01



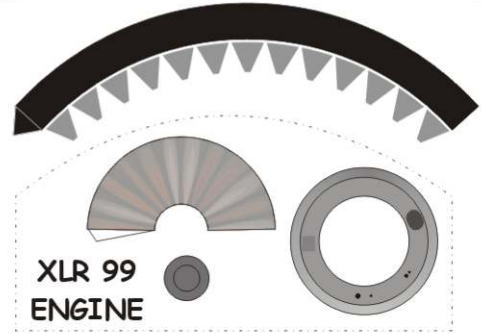
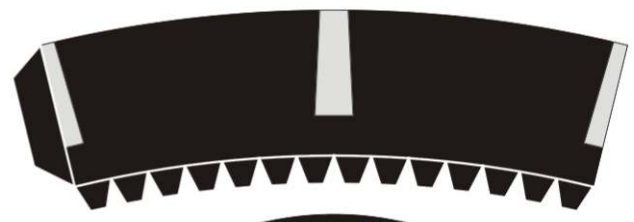
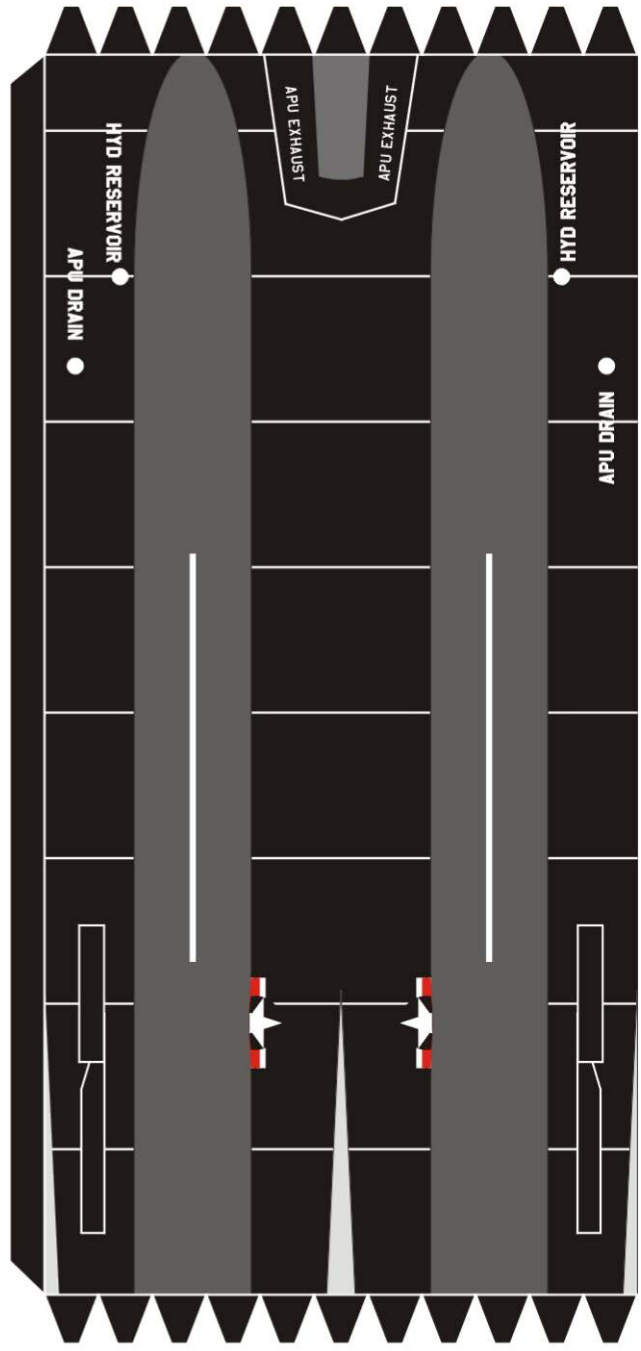
FOLD THE LONG TABS UNDER AND GLUE TO STIFFEN TOP & BOTTOM EDGES OF THE CHINE



LANDING SKIDS

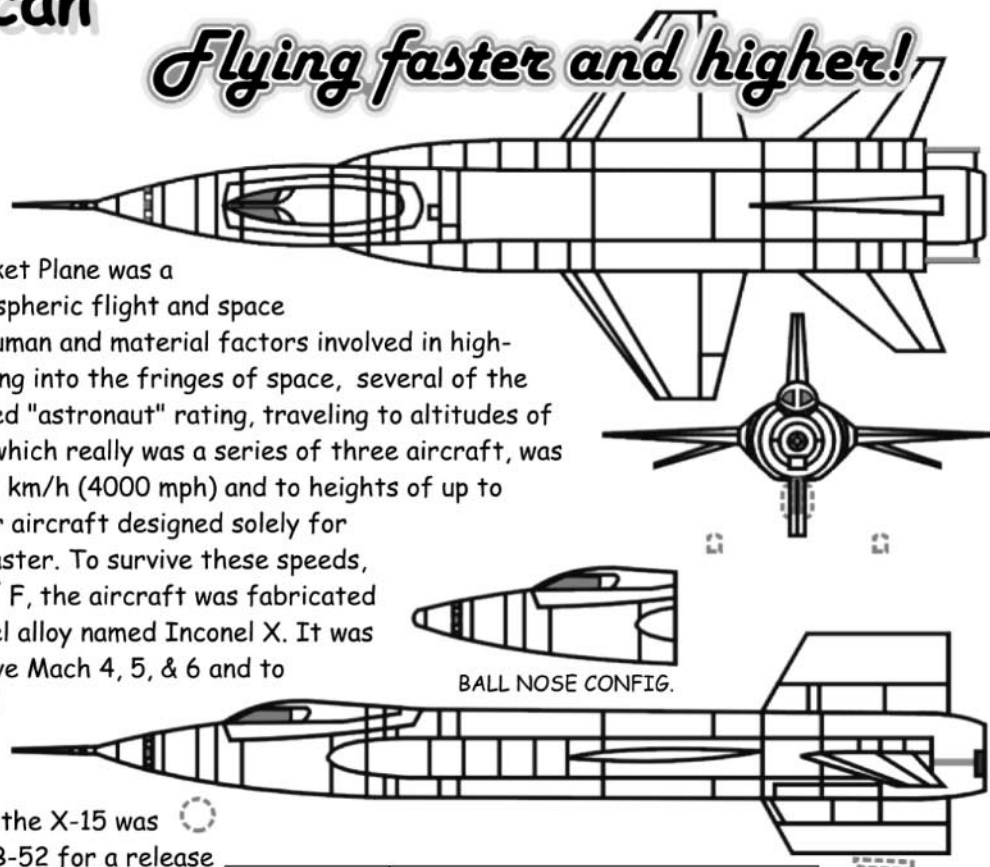


MAIN LANDING STRUTS



# North American X-15

*Flying faster and higher!*



The North American X-15 Rocket Plane was a stepping stone between atmospheric flight and space flight. It was designed to study human and material factors involved in high-speed, high-altitude flight. Reaching into the fringes of space, several of the pilots of this manned missile earned "astronaut" rating, traveling to altitudes of greater than 50 miles. The X-15, which really was a series of three aircraft, was flown to speeds in excess of 6400 km/h (4000 mph) and to heights of up to 107,000 m (350,000 ft.). No other aircraft designed solely for atmospheric flight has traveled faster. To survive these speeds, with temperatures reaching 1,200° F, the aircraft was fabricated using a special high-strength nickel alloy named Inconel X. It was the first winged aircraft to achieve Mach 4, 5, & 6 and to operate at altitudes above 30,500 meters (100,000 feet).

Holding only enough fuel for 80 to 120 seconds of powered flight, the X-15 was carried aloft under the wing of a B-52 for a release at 45,000 ft. (14,000 m) and 500 mph (800 km/h). After the brief rocket powered phase of the flight, the X-15 would continue unpowered for an additional 10 to 11 minutes ending with a 200 mph dead-stick landing on a dry lake bed. The first of these flights occurred Sept. 17, 1959, with 199 flights made between 1959 and 1968.

Manufacturer:	North American
Wingspan:	6.82m (22ft. 4in.)
Length:	15.47m (50ft. 7in.)
Height:	3.96m (13ft.)
Weight:	5,670kg (12,500 lb.) Empty
Engine:	2 XLR-11 Thiokol engines (initial flights) XLR-99 Thiokol engine (later flights)
Thrust:	16,380 lbs. with XLR-11s 57,000 lbs. With XLR-99



(ROLL NOZZLE WITH PRINT INSIDE)

Historic X-15 #1, serial 56-6670 now is displayed at the National Air and Space Museum. For more information, go online at [www.fiddlersgreen.net](http://www.fiddlersgreen.net)

