NASA crews flew four Lockheed SR-71 airplanes between July 1991 and October 1999. They were used for research and to support the U.S. Air Force reactivation of the SR-71 for reconnaissance missions. The Air Force had retired the Blackbirds in 1990, but Congress reinstated funding for additional flights. Lockheed SR-71A (61-7980 / NASA 844) arrived at NASA Dryden Flight Research Center on 15 February 1990. It was placed into storage until 1992. It served as a research platform until October 1999. Following its final flight, on 9 October 1999, it was again stored at the Center. It was placed on static display in front of DFRC on 14 September 2002. This aircraft made 734 flights during its service life, including 56 NASA flights. It accrued a total of 2,353.6 flight hours.


**Flt. 02 / 06 OCT 92**: FCF, OSC F3SAT back-up satellite in passive mode to check prelaunch conditions. Rogers E. Smith/Robert Meyer Jr. Max. Mach=3.26, Max. Altitude=80,000 ft.

**Flt. 03 / 09 MAR 93**: Ultraviolet Charge-Coupled Device (CCD), Southwest Research Institute UV Imaging System (SWUIS) camera experiment. Ishmael/Bohn-Meyer. Max. Mach=3.17, Max. Altitude=82,350 ft.

**Flt. 04 / 16 MAR 93**: Ultraviolet CCD, SWUIS camera experiment. Smith/Meyer. Max. Mach=3.24, Max. Altitude=84,050 ft.

**Flt. 05 / 15 JUL 93**: Near Ultraviolet Spectrometer (NUVS) experiment, planned sonic boom test with F-16 XL aborted, JP-8 tanker test. Ishmael/Meyer. Max. Mach=3.23, Max. Altitude=81,800 ft.

**Flt. 06 / 28 JUL 93**: NUVS experiment, sonic boom test with F-16 XL. Smith/Bohn-Meyer. Max. Mach=1.85, Max. Altitude=48,500 ft.

**Flt. 07 / 03 AUG 93**: Handling qualities, NUVS experiment. Ishmael/Meyer. Max. Mach=3.23, Max. Altitude=83,950 ft.

**Flt. 08 / 17 SEP 93**: Handling qualities, Optical Air Data System (OADS) experiment. Smith/Ishmael. Max. Mach=3.00, Max. Altitude=76,070 ft.

**Flt. 09 / 01 OCT 93**: NUVS experiment, OADS experiment. Ishmael/Bohn-Meyer. Max. Mach=3.17, Max. Altitude=76,500 ft.

**Flt. 10 / 06 OCT 93**: Handling qualities, NUVS experiment. Smith/Meyer. Max. Mach=3.03, Max. Altitude=73,025 ft.

Flt. 12 / 20 OCT 93: Handling qualities, NUVS experiment. Smith/Meyer Max. Mach=3.05, Max. Altitude=75,635 ft.


Flt. 21 / 31 AUG 94: NUVS, DAVE. Smith/Bohn-Meyer. Max. Mach=3.05, Max. Altitude=75,700 ft.


Flt. 25 / 22 MAR 95: Sonic boom flight with F-16XL and YO-3A, handling qualities. Ishmael/Meyer. Max. Mach=1.28, Max. Altitude=33,000 ft.

Flt. 26 / 24 MAR 95: Sonic boom flight with F-16XL and YO-3A. Schneider/Bohn-Meyer. Max. Mach=1.63, Max. Altitude=48,000 ft.


Flt. 31 / 25 MAY 95: Sonic boom flight with YO-3A, handling qualities, ferry flight to Palmdale for Linear Aerospike SR-71 Experiment (LASRE) modifications. Smith/Bohn-Meyer. Max. Mach=1.92, Max. Altitude=49,000 ft.

Flt. 32 / 14 MAR 96: Low-speed FCF, ferry flight to DFRC. Schneider/Bohn-Meyer. Max. Mach=0.98, Max. Altitude=26,650 ft.


Flt. 34 / 12 JUL 96: Simulated LASRE mission (pod off). Schneider/Meyer. Max. Mach=2.15, Max. Altitude=60,000 ft.


Flt. 43 / 17 JUL 97: Crew proficiency, simulated LASRE mission (pod off). Schneider/Meyer. Max. Mach=2.20, Max. Altitude=55,000 ft.


Flt. 49 / 15 APR 98: LASRE ignition test, LOX carry. Schneider/Meyer. Max. Mach=1.78, Max. Altitude=51,000 ft.


Flt. 52 / 30 JUN 99: Handling qualities with LASRE model removed, pod purge evaluation. Schneider/Meyer. Max. Mach=2.25, Max. Altitude=55,000 ft.


Flt. 54 / 16 AUG 99: Handling qualities with LASRE model removed, pod purge evaluation, boundary-layer rakes installed. Schneider/Meyer. Max. Mach=3.03, Max. Altitude=67,800 ft.


Sources:
SR-71 program chronology by Mike Relja
DFRC Flight Operations Office Daily Logs
Monthly Aerospace Projects Update memoranda
Weekly Aerospace Projects Highlights