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Authority WWD 750113  
By CEC NARA Date 11/59

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HEADQUARTERS  
ARMY AIR FORCES  
AIR TECHNICAL SERVICE COMMAND

TSES2/EGN/bg

IN REPLY ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO ATTENTION OF  
FOLLOWING OFFICE SYMBOL:

TSENG (TSES2)

WRIGHT FIELD, DAYTON, OHIO

15 November 1945

SUBJECT: Procurement of Bomber Type Airplanes.

TO: Commanding General,  
Army Air Forces,  
Washington 25, D. C.

Attn: ACAS-4

1. This Command has been currently carrying out preliminary negotiations with Consolidated-Vultee Aircraft Corporation for the design and development of an Attack Bomber designated as XA-44. The discussions have been carried on with a view toward obtaining the greatest amount of development consistent with the availability of funds. The Contractor has agreed to carry on the work on a fixed price contract.

2. Insofar as the straight wing jet propelled medium bomber is concerned, it is felt that this type is amply covered by existing contracts with North American and Glenn L. Martin Company, for the XB-45 and XB-48 airplanes. Accordingly, it was considered advisable to cancel the XB-46 and use the funds for the procurement of the XA-44 airplane, which subject has been previously discussed by the Chief, Engineering Division and ACAS-4. However, at a recent conference held between the General Manager, Consolidated-Vultee Aircraft Corporation, and the Chief, Engineering Division, it was pointed out that a considerable amount of work has been accomplished and a great deal of money has been spent on the XB-46 contract. Accordingly, it was proposed by the Contractor to complete one (1) flight article XB-46 and design and develop two (2) flight articles, XA-44 on a fixed price contract, all for the present amount of money set up on the XB-46 Letter Contract. The Contractor will not proceed with the actual fabrication and construction of the XA-44 airplanes until Phase I is essentially completed and the entire project has been entirely reviewed. Following this procedure will permit obtaining an Attack Airplane essentially in agreement with Military Characteristics of 23 July 1945.

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Letr, ATSC to G, AAF, Wash., D.C., Subj: "Procurement of Bomber Type Airplanes". 15 November 1945.

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3. The XA-44 airplane is considered to be one of the cleanest designs presented to this Command for a tactical airplane. Brochures describing this airplane have been distributed to your office and to the office of ACAS-3 by the Washington representative of Consolidated Vultee Aircraft Corporation. Estimated performance data for this airplane are as follows:

High speed, sea level	-	561 mph
High speed, 13,000 ft.	-	583 mph
Tactical operating radius 5,000 ft. Alt. to and return from target at 58,000# gross weight	-	535 miles
Tactical operating radius 5,000 ft. Alt. to and return from target at 64,000# gross weight and with wing tip tanks	-	691 miles
Service ceiling, 58,000# gross weight	-	44,000 feet
Take-off over 50-foot obstacle, 58,000# gross weight, no auxiliary thrust	-	5,900 feet
Take-off over 50-foot obstacle, 64,000# gross weight, no auxiliary thrust	-	7,600 feet
12 Fixed forward firing guns, .50 cal.		
8 Flexible guns, turret mounts, .50 cal.		

Note: Maximum bomb load of 12,000# can be carried internally. Radar ranging for offensive armament and radar scanning for control of defensive armament.

4. In view of the extremely desirable development program and the best utilization of funds, it is requested that the plan and procedure discussed with Consolidated-Vultee Aircraft Corporation for retention of one (1) XB-46 and procurement of two (2) XA-44 airplanes be approved.

FOR THE COMMANDING GENERAL:



L. C. CRAIGIE,  
Brigadier General, U. S. A.  
Chief, Engineering Division

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