

Boeing XF8B-1 Airplane - 1 May 1943.

A letter of intent has been signed and the contractor is proceeding with the design. This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range.

Boeing XF8B-1 Airplane (XR4360 (two-stage) 4 June 1943.

A contract has been signed and the contractor is proceeding with the design. This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range.

Boeing XF8B-1 Airplane (XR-4360) (two-stage) Prospective NOa(s)-752 6 July 1943

A contract has been signed and the contractor is proceeding with the design. This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range.

Boeing XF8B-1 Airplane (XR-4360) (two-stage) NOa(s)-752 4 Aug. 1943

A contract has been signed and the contractor is proceeding with the design. This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range. Mock-up tentatively scheduled for 15 September.

Contract NOa(s)-742 - Boeing XF8B-1 Airplane (XR-4360 Two-stage) 4 Aug. 1943.

Same as previous month except Mock-up is scheduled for 20 September.

Contract NOa(s)-742 - Boeing XF8B-1 Airplane (XR-4360-Two Stage)

This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range. Mock-up was held 20-24 September.

Contract NOa(s)-742 - Boeing XF8B-1 (XR-4360 - Two-stage) Airplanes 4 Nov. 1943
(3 Airplanes)

This is a conventional single engine monoplane around the R-4360 two-stage engine with emphasis on range. The design is now fairly well frozen. The power plant mock-up is being held 13 - 15 December 1943.

31 January 1944

31 Jan. 1944.
XF8B-1 Boeing NOa(s)-742 3 plus 1 Static Test R4360 Two Stage

Conventional arrangement with 3000 H. P. engine, dual rotation props, and six interchangeable .50 or 20 mm guns. It has a substantially higher combat radius than any Navy fighter now available or projected.

This project is speeding up continuously and should be flying in June.

Boeing XR-4360 Proposal - 8 Jan. 1943.

This contractor is now studying a design around the X-Wasp which is expected to be submitted as an informal proposal in the near future.

Jap Zero 4593	Greensville	Repairs
P-47 41-6177	Anacostia	Inspection

Boeing XR-4360 Proposal - 8 Jan. 1943

This contractor is now studying a design around the X-Wasp which is expected to be submitted as an informal proposal about 1 March.

Boeing XR-4360 Proposal - 4 Mar 1943

This contractor is now studying a design around the X-Wasp which is expected to be submitted as an informal proposal about 15 March.

BOEING AIRCRAFT CORPORATION * EXPERIMENTAL AIRPLANE XF8B-1

1 January 1945

Boeing Aircraft Corporation

Experimental Airplane

XF8B-1

Noa(s) 742

3 & 1 Static Test

R-4360 2-stage

The first airplane is flying. No major difficulty has been encountered. The stability about all axes appears highly satisfactory. No performance checks have been run. The contractor is currently stepping up the I.A.S. by increments of 25 m.p.h. and will demonstrate to 400 I.A.S. and 5g before any flights by Naval personnel. The R-4360 engine and Aero-prop combination is operating very smoothly and to the complete satisfaction of Boeing. It is anticipated that preliminary evaluation flights by BuAer and Flight Tests pilots will be made in Seattle sometime during January.

1 February 1945

The project officer flew the first airplane 9 January and was impressed with its excellent handling characteristics. Stability appeared positive about all axes. Ground handling and taxiing was easy. Take-off was effortless with no swinging tendency whatever. All components operate smoothly. The cockpit is well arranged and comfortable. The impression was gained that this airplane should be popular with service pilots. The contractor has prepared a proposal for the conversion of the third airplane to a two seater attack version capable of carrying a large variety and load of armament.

1 March 1945

The first airplane is at present under repair as a result of a minor crash on 13 February. Experimental ground hops were made with the airplane airborne about 10 ft. off the runway and then landing again. During one of these hops the landing gear retraction switch malfunctioned, with the result that a belly landing was made resulting in damage to the propellers, flaps, landing gear and underside of the fuselage. As a result, the delivery of the airplane to Patuxent River for test will be delayed until 3 March.

1 April 1945

First airplane is at Patuxent for preliminary evaluation of stability and over-load take-off.