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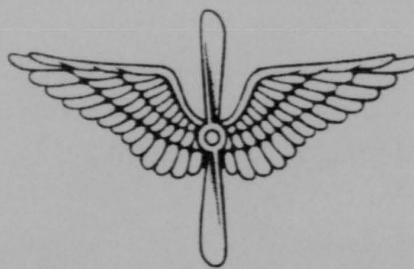
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TSEAL-6-A3
EXPERIMENTAL

QUARTERLY CHART
AIRPLANE CHARACTERISTICS AND PERFORMANCE

MICROFILMED



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FOREWORD

Chart TSEAL-6-A3 is a summary of characteristics and performance of A.A.F. experimental aircraft. In its original form this chart was a supplement to the present TSEAL-6-A2 and was issued monthly. However, in Feb. 1943 this chart was set up separately and designated as EE-306-2. Since October 1944 this chart has been established as a quarterly publication.

Information contained herein is the most accurate engineering data available. Whenever possible, performance is quoted from official A.A.F. flight test. Such data is underlined for emphasis. It must be understood that performance shown in all cases is optimum - the best obtainable on one particular clean, new airplane. Also ranges shown are theoretical - no allowance is made for warm-up, take-off and climb, etc. The airplane is assumed to cruise at the altitude and speed listed until all fuel is consumed. All performance has been corrected to standard atmosphere.

In this issue of chart TSEAL-6-A3 information covering aircraft other than current projects has been incorporated in view of numerous requests for the development of experimental aviation since the National Emergency Program of 1939. This issue should prove of value for historical and reference purposes.

Suggestions, comments or criticisms should be addressed to the
director ATSC, Attention TSESE-2J.

THIS REPORT SUPERSEDES PREVIOUS TSEAL-6-A3 PUBLICATIONS; SUPERSEDED PUBLICATIONS, IF NO LONGER OFFICIALLY REQUIRED, WILL BE DESTROYED IN THE MANNER PRESCRIBED IN PARAGRAPH 23, A.R. 380-5.

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DEFINITIONS

| | | | |
|---|--|-------------------|---|
| ENGINE RATINGS: | Latest approved brake horsepower per engine at critical altitude without regard to effect of the installation (see fuel). | BOMBS: | No bomb load is listed when carrying maximum fuel. (Max. fuel for ferrying range only.) |
| Normal: | Maximum power for continuous operation. | Design: | Bomb load used by manufacturer in establishing design useful load. |
| Military: | Maximum power for combat (usually limited to 45 minutes). | Maximum: | Maximum permissible bomb load with practical limits of the aircraft. |
| Take-off: | Maximum power for take-off. | | |
| War Emergency: | Maximum power for emergency use (usually limited to 5 minutes). | PERSONNEL: | For the cargo type aircraft, the "Bombs" heading has been changed to "Personnel". |
| SPEEDS: | | Places: | Indicates number of troops or passengers or in lieu thereof, pounds (4) of cargo. (Personnel at 200# each). |
| Maximum: | Highest speed obtainable in level flight (within engine power limits) at specified altitude & horsepower. | Crew: | Indicates number of members normally comprising the crew. |
| Landing: | Minimum speed above stalling speed at which landings can be safely accomplished at sea level. Based on design gross weight. | WEIGHTS: | |
| CLIMB: | | Empty: | Take-off gross weight corresponding to range values. Complete airplane minus crew, fuel, oil, armament, bombs and disposable equipment. |
| Time to Height: | Minimum time from sea level using maximum power available within engine limits and based on design gross weight. | Pounds: | Alternate gross weight comprised of maximum fuel and no bombs. |
| Service Ceiling: | Altitude at which rate of climb is 100 ft. per minute. Based on design gross weight. | Design: | Stress analysis weight at which airplane meets A.A.F. structural design requirements. |
| Ceiling: | Service ceiling with 4 engines out when rate of climb is 100 ft. per minute. Based on design gross weight. | Pounds: | Alternate gross weight comprised of maximum permissible bomb load and allowable fuel. |
| TAKE-OFF & LANDING DISTANCE: | Average of the best two runs of at least four trials with optimum flap setting on smooth concrete. Corrected to sea level and no wind. Based on design gross weight. | SIZE: | |
| RANGE: | Idealistic statute air miles with fuel, bombs and take-off weight noted in columns immediately to the right. No allowance is made for warm-up, climb to altitude, reserve, wind, etc. Bombs are assumed dropped at half-way point. | Span: | Basic dimensions of the aircraft. |
| FUEL: | | Length: | Distance from wing tip to wing tip projected to ground plane. |
| Maximum: | Usable fuel only is shown (does not include fuel trapped in system). | Wing Area: | Overall length (excluding protruding guns) with fuselage level. |
| Design: | Largest quantity that can be carried including standard external wing or belly tanks, bomb bay tanks and other removable or droppable tanks. | ARMAMENT: | Standard aerodynamic surface area. |
| Gallons: | Quantity used by manufacturer in establishing the design useful load. | STATUS: | Design gun installations specified by manufacturer giving number, caliber and rounds of ammunition per gun. |
| | Quantity allowed with maximum bomb load within limits of maximum alternate gross weight. | REFERENCE: | Denotes present status (current, cancelled, obsolete, etc.) |
| | | | (a) Manufacturer's specification number. (b) Reports quoted are confined to official Wright Field tests. |

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QUARTERLY CHART

PAGE 1

AIRPLANE CHARACTERISTICS & PERFORMANCE

BOMBARDMENT

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NG) ENGINE (S) CONT NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. HGT. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1-2 ENGS. OUT | T.O. & LAND T.O. OVER 50' OB. LAND-OVER 50' OB. | RANGE with - 3000 lbs. payload | | FUEL with - 3000 lbs. payload MAXIMUM DENSITY GALLONS | DIMENS. of - 3000 lbs. payload SPAN HEIGHT MAXIMUM | WEIGHTS EMPTY - 3000 lbs. payload MAXIMUM | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CAL. (S) MAX. WEIGHT LBS. (S) | STATUS | REFERENCE |
|--|---|--|---|---|---|-------------------------------|---|---|--|---|--|---|-------------|
| | | | | | MAXIMUM DENSITY MILES | MAXIMUM DENSITY GALLONS | | | | | | | |
| YA-1G VULTEE (1) R-1830-17 AC-11235 | 1050/ 6500 1200/ S L NONE | 230/ 6500/ - | 19.2/15000 20400 NONE | 1750 1750 | 1385/184/500 1110/207/585 | 330 311 | NONE 600 1080 | 6450 9935 10241 | 50' 0" 27' 10" 284 Sq. Ft. | 6-30-600 | TEST | SPEC. 509-A A-19-930 | |
| XA-1GA VULTEE (1) R-1230-1 AC-13190 | 1000/ S L 1200/ S L NONE | 230/ 6500/ - | - 20000 NONE | 1750 1750 | - - | 330 311 | NONE 600 1080 | 6600 10400 10285 | A 3 | A 30 V E | DISCONTINUED | SPEC. 509-A XA-19 | |
| ZXA-1GB VULTEE (1) R-2400-1 AC-12749 | | | | | SAME AS YA-19 EXCEPT FOR ENGINE CHANGE | | | | | | | DISCONTINUED | SPEC. 509-A |
| ZXA-1GC VULTEE (1) R-1830-51 P.O. 179124 | | | | | SAME AS YA-19 EXCEPT FOR ENGINE CHANGE | | | | | | | DISCONTINUED | |
| XA-20B DOUGLAS (2) R-2600-3 AC-15948 | | SAME AS A-20A EXCEPT FOR (3) REMOTELY CONTROLLED GUNS; (1) INTAIL & (1) EACH IN WINGCELLS. (PROJECT CANCELLED) | | | | | | | | | | | |
| XA-20F DOUGLAS (2) R-2600-3 AC-12967 | | SIMILAR TO A-20A WITH FOLLOWING CHANGES: G.E. TYPE UPPER AND LOWER TURRETS; 37mm CANNON IN NOSE, RESULTING IN EXTENSIVE MODIFICATION AND REMOVAL OF STANDARD BOMBARDIER PANEL INSTRUMENTS AND ACCESSORIES. | | | | | | | | | | | |
| XA-21 STEARMAN (2) R-2180-7 AC-13074 | 1150/ 7000 1400/ S L NONE | 257/ 5000/ - | - 20000 7000 | 1572 1677 | 1400/200/515 720/232/758 | 520 450 | NONE 1200 2700 | 12760 17477 18257 | 65' 0" 53' 1" 607 Sq. Ft. | 6-30-100 | | SPEC. - A-19-944 & EXP. A-19-427 1021-A SPEC. - | |
| XA-22 MARTIN (2) R-1830-37 AC-13147 | 1100/ 5000 1200/ S L NONE | 279/ 5000/ - | - 20000 7000 | 1756 1500 | 1855/200/385 820/261/758 | 528 433 | NONE 1200 1800 | 11170 16173 16803 | 61' 4" 46' 8" 540 Sq. Ft. | AS ABOVE | COMPLETED | A-19-940 | |
| XA-23 MARTIN (2) R-3350-11 AC-15511 | 1200/ 4000 11800/ 13000 11200/ 12800 11800/ 12800 2200/ 3000 NONE | 384/17500/ - | - 34150 18500 | 2050 1880 | 795/265/555 650/297/758 | 500 500 500 | NONE 1200 2000 | 15972 19200 20398 21200 | - - | 4-30-400 | CANCELLED | SPEC. 160 | |
| XA-26 DOUGLAS (2) R-2800-27 AC-17946 | 11600/ 5700 11200/ 13000 11200/ 13000 2000/ 3000 NONE | 371/17000/2320 | 10.2/20000 34300 17000 | 1840 2270 | 1977/202/ - 810/280/835 2415/212/ - | 1000 440 800 | NONE 1200 4000 | 21150 29370 26700 31880 | 70' 0" 51' 2" 540 Sq. Ft. | 2-50-400 2-50-500 2-50-500 | | SPEC. 539 | |

NOTES: UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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| QUARTERLY CHART | | | | | | | | | | | | PAGE 2 | |
|--|---|-------------------------------------|---|---|---|--------------------|----------------------|---|---|-------------------------|-----------------|-------------------------------------|--|
| AIRPLANE CHARACTERISTICS & PERFORMANCE | | | | | | | | | | | | DATE: 1 OCTOBER 1945 | |
| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 OHNS. LAND OVER 50 OHNS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS - CAL. - RDS. OF AMM. PER GUN | STATUS | REFERENCE | | |
| | | | | | with SPEEDS & POWER | DESIGN GALLONS | DESIGN MAXIMUM | | | | | EMPTY POUNDS DESIGN POUNDS | |
| XA-26A DOUGLAS (2) R-2700-27 AC-17946 | {1600/5700 1450/13000 2000/1500 1600/13500 2000/5 L NONE | 365/17000/3200 | 10.5/20000 25900 12600 | 1894 2172 | 1420/234/50% 700/264/63% NONE | 800 440 NONE | NONE NONE NONE | 20794 28893 25300 NONE | 70' 0" 52' 5" 540 Sq. Ft. | 4-20mm-150 4-.50-700 | SPEC. 541 | | |
| XA-26B DOUGLAS (2) R-2800-27 AC-17946 | AS ABOVE | 395/16000/3200 | - 25700 15500 | 1945 2192 | 1250/-/- 695/-/- NONE | 800 440 NONE | NONE NONE NONE | 20225 28855 26000 NONE | 70' 0" 50' 1" 540 Sq. Ft. | 4-.50-500 1-75mm-20 | SPEC. 542 | | |
| XA-26C DOUGLAS (2) R-2800-27 AC-17946 | | | | SIMILAR TO XA-26B WITH | (4) 37mm. CANNON IN. NOSE IN PLACE OF (1) 75mm. CANNON. (PROJECT CANCELLED) | | | | | | | | |
| XA-31A VULTEE (1) R-2600- P.O. 42-14437 | | | | SIMILAR TO ZRA-31 | SHOWN IN CHART EE-306-1, REDESIGNATED XA-31B WITH P. & W. ENGINE. | | | | | | | SPEC. 604 | |
| XA-31B VULTEE (1) P. & W. "WASP" AC-26932 | | | | SIMILAR TO ZRA-31 SHOWN IN | CHART EE-306-1, EXCEPT FOR INSTALLATION OF AN EXPERIMENTAL P. & W. ENGINE. | | | | | | | SPEC. 604 | |
| XA-31C VULTEE (1) R-3350-13 AC-31713 | | | | SIMILAR TO ZRA-31 SHOWN IN | CHART EE-306-2, EXCEPT FOR ENGINE CHANGE. | | | | | | | | |
| YA-31C VULTEE (1) R-3350-37 | | | | VULTEE MODEL "V-72" | WITH ENGINE CHANGE AND HAM. STD., 4 BLADED, 13' 2" DIA. PROPELLER. USED TO OBTAIN ADDITIONAL FLIGHT TEST DATA ON SUBJECT ENGINE, NEEDED IN CONNECTION WITH B-29 PROGRAM. | | | | | | SERVICE TEST | | |
| XA-32 BREWSTER (1) R-2800-37 AC-21434 | {1700/5000 1450/14500 2000/1500 1600/13500 2100/5 L NONE | 311/13200/1520 | 5.7/10000 26000 | 1295 1300 | 1600/200/- 600/196/- - | 530 200 200 | NONE NONE 4000 | 11819 17772 15512 19960 | 45' 1" 40' 1" 425 Sq. Ft. | 6-.50-400 4-20mm-120 | SPEC. EP-41 | | |
| XA-32A BREWSTER (1) R-2800-37 AC-21434 | | | | SAME AS XA-32 ABOVE | EXCEPT FOR CHANGE IN ARMAMENT TO (4) 37mm. CANNON OF 30 RDS. EACH. | | | | | | | | |
| XA-37 HUGHES (2) R-2800-49 | | | | DHARAMOLD CONSTRUCTION AIRPLANE WITHOUT ARMAMENT NO OTHER DATA AVAILABLE. | | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 GHS. LAND OVER 50 GHS. | RANGE with FUEL with BOMBS at WEIGHTS SPEEDS & POWER | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS - CAL. - REVS. OF - AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|---|---|--|---|---------------------------|---|--|-------------------------|---|-------------------------------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | | | | | EMPTY POUNDS DESIGN POUNDS |
| XA-38 BEECH (2) R-3350-43 AC-33348 2 | <u>2100/2500</u> 1800/1800 1250/2800 1900/14000 2300/ S L 2440/ 3100 | <u>375/3100/4880</u> 103 | <u>11.5/20000</u> 27800 12400 | <u>2120</u> 27800 <u>3060</u> | <u>2700/175/ -</u> <u>1440/188/ -</u> <u>1420/187/ -</u> | <u>1945</u> <u>640</u> <u>825</u> | NONE NONE 2000 | 22480 <u>35254</u> <u>29000</u> <u>33965</u> | 67' 4" 51' 9" 626 Sq. Ft. | 6-.50-500 1-75mm-20 | SPEC. 55C FLIGHT TEST TSCEPHE-1811. | |
| XA-39 FLEETWING (1) R-2800-27 AC-34906 2 | <u>11600/5700</u> 14350/13000 12000/1900 11800/13500 2000/13500 NONE | 357/16600/1600 74 | 4.9/10000 27500 NONE | 1390 1580 | 3440/205/ - 1580/226/45% | 750 350 350 | NONE 1000 4200 | 10844 18248 16160 21772 | 55' 10" 43' 9" 513 Sq. Ft. | 4-.50-400 2-37mm-30 | CANCELLED | SPEC. H-62 |
| XA-40 CURTISS (1) R-3350-8 | 1800/13600 1900/14000 2300/ S L NONE | 358/16000/1900 82 | 8.9/16000 27300 NONE | 1600 1517 | 4320/ - / - 805/230/ - | 625 205 205 | NONE 1000 2800 | 11061 16535 15856 17120 | 48' 0" 36' 5" 378 Sq. Ft. | 6-.50-400 4-20mm-120 | | SPEC. - |
| XA-41 VULTEE (1) XR-4360-9 AC-34942 2 XA-42 DOUGLAS | <u>12500/5000</u> 13750/14600 10000/1500 12400/13500 3000/ S L NONE | <u>353/15500/2400</u> 87 | 4.3/10000 27000 NONE | 1450 1525 | 3000/180/37% 800/270/ - | 1140 350 445 | NONE 1059 3200 | 13400 23262 18800 23359 | 54' 0" 48' 8" 540 Sq. Ft. | 4-.50-400 2-37mm-30 | | SPEC. 610 C |

REDESIGNATED XR-42, SEE PAGE 4

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AIRPLANE CHARACTERISTICS & PERFORMANCE

| BOMBARDMENT MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. REF. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGS. OUT | T.O. & LAND T.O. OVER 30' OBS. LAND OVER 30' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBRS. OF AMM. PER GUN | STATUS | REFERENCE | | | |
|---|---|-------------------------------------|---|---|---|----------------------------|------------------------------|---|--|------------------------|---|--|-------------------------------------|--|
| | | | | | = SPEEDS % POWER | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | | | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | |
| XB-15 BOEING (REDESIGNATED XC-105) (4) R-1830-11 | 850/5000 | 197/6000/- | 14.9/10000 | 3457 | 4000/151/57% | 4260 | NONE | 37709 | 149' 0" 87' 11" | 3-.30-600 | PROJECT | SPEC.D-1428A | | |
| AC-7618 | 1000/S L | 70 | 18850 | 2439 | 3500/171/73% | 4260 | 2500 | 55068 | 2781 Sq. Ft. | 3-.50-200 | COMPLETED | A-19-794. | | |
| XB-16 MARTIN (4) Y-1710-3 | | | | | NO DATA AVAILABLE | | | | | | | | SPEC.X-200 | |
| AC-6868 | | | | | | | | | | | | | | |
| YB-17A BOEING (4) R-1820-51 | 800/25000 | 311/25000/- | 7.8/10000 | 1450 | 3800/189/- | 2482 | NONE | 26520 | 103' 10" 68' 4" | 5-.30-200 | SERVICE | SPEC.98-201-A-3A | | |
| AC-9843 | 1000/S L NONE | | | 1500 | 1000/225/- | 850 | 2000 | 36975 | 1425 Sq. Ft. | 5-.50-400 | TEST | | | |
| AC-9843 | | | | | 900/225/- | 850 | 4000 | 39000 | | | | | | |
| XB-19 DOUGLAS (4) R-3350-5 | 1700/5700 1500/15700 | (1) 224/15700/- (2) 204/15700/- | | 4405 | (2710/131/- 17800/151/49% | (11000 11174 | (2400 NONE | 8443 120000 | 212' 0" 132' 2" | 6-.30-600 5-.50-200 | REDESIGNATED | REP. SM-3497 SPEC.167 | | |
| AC-8132 | 2000/S L | 73 | 33000 3650 | 1785 | 5200/160/50% | 7636 | 2400 | 160000 | 4285 Sq. Ft. | 2-37mm-50 | XB-19A | TEST REPORT SM-3602 | | |
| AC-8132 | | | | | 3520/134/- | 5116 | 36000* | 160000 | | | | | | |
| XB-19A GENERAL MOTORS (4) Y-3420-11 | 2100/25000 2500/25000 2600/S L | 265/25000/10499 | | 3600 | | | | 92397 | 212' 0" 132' 2" | 6-.30-600 5-.50-200 | BEING CONVERTED TO CARGO PLANE | SPEC. X-85 (FORMERLY THE XB-19. REDESIGNATED XB-19A) | | |
| AC-33362 | | | | 2000 | 4240/185/- | 6400 | 2400 | 140230 | 4285 Sq. Ft. | 2-37mm-50 | | | | |
| XB-20 BOEING (4) R-2180-5 | | | | | MODIFIED XB-15 POWERED WITH R-2180 ENGINE. (NONE PROCURED) | | | | | | | | | |
| ZXB-21 NORTH AMERICAN (2) R-2180-1 | 1000/3700 | 220/10000/- | 10.0/10000 | 2000 | OVER 6000 MI. | 2400 | NONE | 19082 | 95' 0" 81' 0" | 5-.30-600 | OBSOLETE | SPEC.98-204-2A. | | |
| AC-11070 | 1200/S L NONE | | 25000 7000 | 2000 | 1960/196/- | 600 | 2200 | 27253 | 1120 Sq. Ft. | | | | | |
| AC-11070 | | | | | 1960/196/- | 600 | 2200 | 27253 | | | | | | |
| XB-24 CONSOLIDATED (4) R-1830-33, -41 | 1100/6100 1000/14500 1200/5000 1200/S L | 273/15000/- | | 2000 | 4700/186/40% | 3000 | NONE | 27500 | 110' 0" 63' 9" | 4-.30-600 | REDESIGNATED | SPEC. - | | |
| AC-12436 | | | 31500 17000 | 1750 | 2850/235/50% | 1848 | 2500 | 46100 38361 | 1050 Sq. Ft. | 3-.50-200 | ZXB-24B | | | |
| ZXB-24B CONSOLIDATED (4) R-1830-33 | | | | | CONVERTED XB-24 WITH TURBINE SUPERCHARGERS, SELF SEALING GAS TANKS, AND MINOR REFINEMENTS. (RECLASSIFIED ZXB-24B) | | | | | | | SPEC.C-212-1 | | |
| AC-12436 | | | | | | | | | | | | | | |
| XB-24N FORD (4) R-1830-75 | | | | | A PROTOTYPE AIRPLANE INCORPORATING THE FOLLOWING MAJOR CHANGES: R-1830-75 ENGINES WITH QUICK CHANGE FEATURE; SINGLE FIN EMPENNAGE; HEAT ANTI-ICING AND CABIN HEAT; -128 NOSE TURRET AND BELL POWER BOOST TAIL TURRET. | | | | | | | SPEC.ZD-32-019. | | |
| | | | | | | | | | | | | | | |

NOTES:

- * 20000 LB. BOMBS CARRIED EXTERNALLY.
(1) WITH COWL FLAPS CLOSED.
(2) COWL FLAPS OPEN AS REQUIRED FOR ENGINE COOLING.

UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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BOMBARDMENT

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1.2 ENG. OUT | T. O. & LAND T. O. OVER 50 OBS. LAND OVER 50 OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBRS. OF AMM. PER GUN | STATUS | REFERENCE | |
|---|---|-------------------------------------|--|---|--|----------------------|---|--|------------------------------------|-------------------------|---|
| | | | | | with SPEEDS - 2 POWER | EMPTY | | | | | MAXIMUM DESIGN MILES |
| XB-25E NORTH AMERICAN (2) R-2600-13 DA-896 | | | | | ONE B-25C AIRPLANE REWORKED TO INCLUDE HEATED SURFACE TYPE ANTI-ICING EQUIPMENT. | | | | | | |
| XB-25F NORTH AMERICAN (2) R-2600-13 | | | | | ONE B-25C AIRPLANE REWORKED TO INCLUDE THERMO ANTI-ICING EQUIPMENT. | | | | | | |
| XB-25G NORTH AMERICAN (2) R-2600-13 | | | | | ONE B-25C AIRPLANE WITH ENGINE CHANGE AND NEW NOSE SECTION INCORPORATING A 75mm CANNON IN PLACE OF THE STANDARD NOSE SECTION WITH BOMBARDIER AND BOMB SIGHT INSTALLED. | | | | | SPEC. 954 | |
| AC-16070 XB-26D MARTIN (2) R-2800-5 | | | | | SAME AS B-26 EXCEPT FOR CHANGES REQUIRED TO PROVIDE HEATED SURFACE TYPE ANTI-ICING EQUIPMENT. | | | | | | |
| AC-30113 XB-27 MARTIN (2) R-2800-9 | 1500/25000 2000/25000 2100/ S L | 376/25000/ - | - 33500 14500 | 3000 3000 | 2940/259/50% 2665/259/50% | 1306 1200 | NONE 600 4000 | 23126 - 32970 | - 3-.30-600 1-.50-200 | NONE PROCURED | SPEC. 102. |
| XB-28 NORTH AMERICAN (1) R-2800-11 & -15 | 1625/25000 2000/25000 2000/ S L | <u>372/25000/3680</u> | <u>R. O./10000</u> 34600 6000 | <u>2590</u> 2260 | - <u>2040/255/ -</u> | 1535 1170 | NONE 600 4000 | 25571 37261 35740 | 72' 7" 56' 5" 676 Sq. Ft. | 8-.50-200 | DAMAGED SPEC. 934 (PRESSURE CABIN) FS-M-19-1491-A. |
| AC-13583 XB-28A NORTH AMERICAN (1) R-2800-11 & -15 | AS ABOVE | 353/25000/4000 | - 29900 4100 | 3129 3129 | 2190/ - / - | 1565 1225 | NONE 600 4000 | 23500 - 34297 35235 | AS ABOVE | CRASHED | SPEC. 5015 (PRESSURE CABIN) |
| AC-14012 XB-29 BOEING (REDESIGNATED YB-29) (4) R-3350-13 | 2000/25000 2200/25000 2200/ S L | 368/25000/8800 | 27.0/25000 32100 9430 | 4191 4191 | 5850/250/52% 4524/256/48% 3500/247/52% | 7494 5155 4587 | NONE 2000 20000 | 66121 120000 105000 120000 | 141' 3" 98' 2" 1739 Sq. Ft. | 10-.50-500 1-20mm-60 | CURRENT SPEC. D-2651-C. D-3104 APP. F |
| AC-15429 XB-30 LOCKHEED (4) R-3350-13 | AS ABOVE | 382/25000/8800 | - 32000 12000 | 3700 3700 | - 5335/240/ - | 6040 5000 1300 | NONE 2000 16000 | 51742 94000 88500 94000 | 123' 0" 104' 8" 1650 Sq. Ft. | 10-.50-500 1-20mm-60 | CANCELLED SPEC. 1714 |
| XB-32 CONSOLIDATED (REDESIGNATED YB-32) (4) R-3350-13 | AS ABOVE | 376/25000/8800 | 22.6/25000 30700 16500 | 4000 | 4850/250/45% 4454/250/45% 1610/250/45% | 4850 4411 1510 | NONE 2000 20000 | 64961 101662 101662 101662 | 135' 0" 83' 0" 1422 Sq. Ft. | 14-.50-500 2-20mm-60 | CURRENT SPEC. 20-33-001-C. |
| AC-15549 | | | | | | | | | | | |

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QUARTERLY CHART
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PAGE 8

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF/S. L. WAR EMERG ALT | SPEEDS MAX. ALT. H.F. LANDING | CLIMB TIME TO FT. SERV. CEIL. CFL-1.2 ENGS. OUT | T.O. & LAND T.O. OVER 30' OBS. LAND OVER 30' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBRE OF AMM. PER GUN | STATUS | REFERENCE | |
|---|---|-------------------------------------|---|---|---|-----------------------|------------------------|---|---|--|-----------|---------------------------------------|
| | | | | | DESIGN MILES | DESIGN GALLONS | DESIGN MAXIMUM | | | | | EMPT |
| XB-33 MARTIN (4) R-2600-15 AC-18645 2 | 1600/29500 1750/29500 1800/ S L | 345/35000/ 7000 | - 38000 | 3800 | 4000/200/ - 2000/242/ - 1930/222/ - | 4330 1999 1999 | NONE 2000 12000 | 59831 92280 78855 88381 | 134' 0" 79' 10" 1500 Sq. Ft. | 8-.50- 500 | CANCELLED | SPEC. 222 |
| XB-35 NORTHROP (4) R-4360- AC-21920 2 AC-33920 11 | 2500/40000 3000/40000 3000/ S L | 391/35000/12000 | - 39800 10000 | 5500 | 1180/ - / - 4770/240/ - 4800/225/ - | 18000 7050 9620 | NONE 10000 51200 | 89560 207000 155000 207000 | 172' 0" 53' 0" 4000 Sq. Ft. | 4-.50-1000 8-.50-1000 8-.50- 700 | CURRENT | SPEC. 45-9 REV. 15 JAN. 1945 |
| XB-38 CONSOLIDATED (6) R-4360-25 AC-22352 1 | 2500/40000 3000/35000 3000/ S L | 347/35000/15000 | 39/25000 36080 18700 | 6100 | 9430/ - / - 4040/ - / - | - 19804 8365 | - 10000 70400 | 131240 - 274929 265000 | 230' 0" 163' 0" 4772 Sq. Ft. | 10-.50-1000 4-37mm-100 1-40mm-300 | CURRENT | SPEC. ZD-35- 001-A. |
| YB-38 CONSOLIDATED (6) R-4260-25 AC-22352 1 | AS ABOVE | 305/30000/18000 | 42/25000 35200 18700 | 7030 | 9330/ - / - 3960/ - / - | 20090 8400 | 10000 70400 | 130586 - 274000 265000 | 230' 0" 162' 0" 4772 Sq. Ft. | 2-20mm-400 14-20mm-600 OR 2-20mm-400 18-20mm-600 | CURRENT | |
| XB-38 BOEING (4) Y-1710-89 AC-28120 1 | 1100/25000 1425/25000 1425/ S L | 327/25000/5700 | - 29600 5400 | 3600 | 3600/ - / - 2400/226/ - 1900/226/ - | 2800 2078 1683 | NONE 3000 6000 | 34748 58000 56000 56000 | 103' 11" 74' 0" 1420 Sq. Ft. | 1-.30- 500 2-.50- 400 4-.50- 500 | | SPEC. R-424 |
| XB-39 GENERAL MOTORS (4) Y-3420-11 AC-27331 1 | 2100/35000 2600/33000 3000/ S L | 405/35000/10400 | 29.3/30000 36080 3000 | 4850 | 6230/293/ - 4800/250/ - 3640/293/ - | 8333 5174 5000 | NONE 2000 20000 | 75000 135000 110297 135000 | 141' 3" 99' 0" 1728 Sq. Ft. | 10-.50- 500 1-20mm- 80 | CURRENT | SPEC. X-15 REP. A-90 APP. 1 & 2 |
| XB-40 YEGA (4) R-1820-65 AC-32718 1 | 1000/25000 1200/25000 1200/ S L | 292/25000/ 4800 | 13.3/10000 25300 | 4600 | 2460/191/ - 2260/196/ - | 2520 2260 | NONE NONE | 38235 63295 58000 | 103' 9" 73' 10" 1420 Sq. Ft. | 14-.50- 400 | CANCELLED | SPEC. R-493 |
| XB-41 CONSOLIDATED (4) R-1830-43 AC-36759 1 | 1100/25000 1200/25000 1200/ S L | 285/25000/ 4800 | - 28500 50000 | 5000 | 3100/208/ - | 2814 | NONE | 37055 - 63000 | 110' 0" 66' 4" 1048 Sq. Ft. | 14-.50- 800 | CANCELLED | SPEC. ZD-32- 015 |
| XB-42 DOUGLAS (2) Y-1710-125 AC-40188 2 | 1050/20000 1424/ S L 1375/ S L 1800/ S L | 415/23600/4944 | 45.0/25000 25000 19300 | 5440 | 5400/240/ - 2100/241/ - 1480/350/ - | 1850 650 650 | NONE ROOD | 19149 33208 8248 33208 | 70' 6" 53' 8" 555 Sq. Ft. | 4-.50- 350 2-.50- 500 | CURRENT | |
| XB-42A DOUGLAS (2) Y-4710-103 * (2) 1918-2A TWITS AC-40188 2 | AS ABOVE | 486/14000/3600 | - - - - 2850 | 6000 | 4880/245/ - | 2295 | 2000 | 24775 - 44200 | 70' 7" 53' 10" 554 Sq. Ft. | NONE | CURRENT | |

NOTES:

* 1600 LBS. THRUST PER ENGINE AT S.L.
** WITH JET ASSIST

THE 1st XB-35 WILL HAVE NO ARMAMENT INSTALLED.
THE 2nd XB-35 WILL HAVE ARMAMENT.
THE 4th & 5th ARE TO BE MODIFIED BY INSTALLING
TG-180 POWER PLANTS WILL BE DESIGNATED
THE YB-49.

- 15000' ALTITUDE
- 35000' ALTITUDE
- 25000' ALTITUDE

** THE LOSS IN PERFORMANCE SHOWN THIS ISSUE OVER
THE PERFORMANCE SHOWN IN 1 JULY ISSUE IS DUE
TO THE INABILITY OF P & W TO DEVELOP A TWO SPEED
REDUCTION GEAR.

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL/ALT. MILITARY/ALT. TAKE-OFF/S. L. WAR EMERG/ALT. | SPEEDS MAX./ALT./H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 OHS. LAND OVER 50 OHS. | RANGE with 50 SPEEDS % POWER | | | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA' | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|---|--|---|---|---|---|------------------------------|---------------------------|-------------------------------------|-----------------------------------|--|--|------------|-----------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | | | | | |
| XB-43 DOUGLAS (2) GE-TG-180 AC-40188 2 | 4000 LB. THRUST PER ENGINE AT S.L. | 503/S L/ 5040 LB. THRUST PER ENGINE | - 38500 29000 | 6870 2240 | 2510/420/ - 1100/420/ - | 2075 765 | NONE 2000 | 21175 39500 39500 | 71' 2" 50' 9" 562 Sq. Ft. | NONE | CURRENT | - | |
| XB-44 BOEING (4) R-4360-33 - 1 | 2500/ 5000 3000/ 1500 3000/ S L | 392/25500/2500 | 35/30000 29000 8000 | 4850 | 5836/293/ - 3380/293/ - | 8333 5000 | NONE 20000 | 75000 135000 135000 | 141' 3" 98' 2" 1728 Sq. Ft. | 10-.50- 500 1-20mm- 60 | CURRENT | - | |
| XB-45 NORTH AMERICAN (4) G.E.-TG-180 AC-5126 3 | 4000 LB. THRUST PER ENGINE AT S.L. | 506/ S L/ - | 21.5/35000 38500 15000 | 7520 | 3000/421/ - 2320/418/ - 1190/423/ - | 5800 4600 2590 | NONE 8350 22000 | 44100 82600 82600 66000 | 89' 0" 74' 0" 1175 Sq. Ft. | 2-.50- 600 | CURRENT | SPEC. 8240 | |
| XB-46 CONSOLIDATED - - XB-47 BOEING - - XB-48 MARTIN - - | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | - | |
| | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | - | |
| | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | SPEC. 355 | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| FIGHTER | MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO 10,000 FT. SERV. CEIL. CEIL.—E. I. ENGS. OUT | T. O. & LAND T. O. OVER 50 FT. LAND OVER 50 FT. | RANGE with FUEL with BOMBS at WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS —CAL.—RDS. OF MM. PER GUN | STATUS | REFERENCE | | |
|---------|--|---|-------------------------------------|--|---|---|------------------------------|---|---|----------------------------------|--------------------------------------|---------------------------|---------------------------------------|
| | | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | | | NONE DESIGN MAXIMUM | EMPTY DESIGN LOADING |
| | XFM-1 BELL (2) Y-1710-13 | 1000/25000 1150/25000 1150/ SL | <u>271/20000</u> / - | 10.0/15000 30500 | 1500 | 2600/180/35% 800/244/75% | 800 400 400 | NONE NONE 600 | 13376 17333 17933 | 69'10" 44'10" 684 Sq. Ft. | 2-.30-500 2-.50-600 2-37mm-110 | CRASHED & SURVEYED | SPEC. - A-19-967 & 974. |
| | AC-8773 YFM-1 BELL (2) Y-1710-23 | AS ABOVE | 270/20000 / - 77 | 10.3/15000 30500 | 1300 | A S | A B O V E | NONE NONE 19000 19901 | 13630 19000 19901 | 70' 0" 46' 0" 600 Sq. Ft. | AS ABOVE | SERVICE TEST | SPEC. 11012-0 |
| | AC-11122 YFM-1A BELL (2) Y-1710-23 | AS ABOVE | 270/20000 / - 77 | 10.3/15000 30500 | 1300 | A S | A B O V E | NONE NONE 19301 19901 | 13962 19301 19901 | AS ABOVE | AS ABOVE | SERVICE TEST | SPEC. - (TRICYCLE GEAR) |
| | AC-11122 YFM-1B BELL (2) Y-1710-41 | 960/12000 1090/13200 1090/ SL NONE | <u>269/12600</u> / - 77 | <u>10.5/15000</u> 29900 | 1300 | A S | A B O V E | NONE NONE 20900 18373 18973 | 13023 20900 18373 18973 | AS ABOVE | AS ABOVE | SERVICE TEST | SPEC. - PHO-M-19- 1102-A. |
| | AC-11122 XP-38D CURTISS (1) R-1830-13 | 900/10000 1050/ SL NONE | <u>291/6600</u> / - - | - - | - | 1290/211/35% 500/272/75% | 182 104 NONE | NONE NONE NONE NONE | 4493 5840 5470 NONE | 37' 4" 28' 6" 235 Sq. Ft. | 4-.30-500 | PROJECT COMPLETED | SPEC. - 19-430- 103-A. |
| | XP-38E CURTISS (1) R-1830-13 | AS ABOVE | <u>289/6600</u> / - - | - - | 1156 | A S | A B O V E | NONE NONE NONE | 4493 5840 5470 NONE | AS ABOVE | 6-.30-500 | PROJECT COMPLETED | SPEC. - M-51-552 SPEC. - |
| | ZXP-38F CURTISS (1) R-1830-13 | AS ABOVE | <u>285/9000</u> / - - | - - | - | A S | A B O V E | NONE NONE NONE | 4493 5840 5470 NONE | AS ABOVE | 2-23mm-100 | OBsolete | |
| | XP-37 CURTISS (1) Y-1710-11 | 1000/25000 1150/25000 1150/ SL NONE | 340/20000 / - 75 | 7.0/20000 35000 NONE | 1825 | 485/303/75% NONE | 148 104 NONE | NONE NONE NONE | 5272 6643 6350 NONE | 37' 4" 31' 0" 235 Sq. Ft. | 1-.30-500 1-.50-200 | PROJECT COMPLETED | SPEC. - |
| | AC-9555 YP-37 CURTISS (1) Y-1710-21 | AS ABOVE | <u>340/20000</u> / - 85 | <u>8.1/20000</u> 34000 NONE | 1306 | 870/305/75% <u>570/308/75%</u> NONE | 164 108 NONE | NONE NONE NONE | 5723 7178 6889 NONE | 37' 4" 32' 10" 235 Sq. Ft. | AS ABOVE | SERVICE TEST | P-637-20 EXP.-M-19- 430-10N1-A. |
| | AC-10535 XP-38 LOCKHEED (1) Y-1710-27&-29 | 1000/25000 1150/25000 1150/ SL | <u>413/20000</u> / - - | <u>6.5/20000</u> 38000 | 2400 | 413/413 / - NONE | 400 230 NONE | NONE NONE NONE | 11507 15416 13964 NONE | 52' 0" 37' 10" 328 Sq. Ft. | 4-.50-205 1-20mm-60 | CRASHED | SPEC. 1902 (PRESSURE CABIN) |
| | AC-13205 | - | - | - | 2400 | - | - | - | - | - | - | - | - |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

| FIGHTER | | ENG. RATINGS | | SPEEDS | | CLIMB | | T. O. & LAND | | RANGE with | | FUEL with | | BOMBS at | | WEIGHTS | | DIMENSIONS | | ARMAMENT | | STATUS | | REFERENCE | | | | |
|-------------------|------------------|--------------|---------------|---|---------|-------------------------|---------------------|--------------------|-------------------|---|----------------------|------------------------|---------------------|----------|---------------|-------------|-----------------------|--|--|----------|--|--------|------------|------------------|--|--|--|--|
| MODEL & MFR. | (NO.) ENGINE (S) | NORMAL/ALT. | MILITARY/ALT. | MAX/ALT./H.P. | LANDING | TIME TO FT. SERV. CEIL. | CEIL.—1/2 ENGS. OUT | T. O. OVER 50 OBS. | LAND OVER 50 OBS. | with 0 SPEEDS, % POWER | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY | POUNDS DESIGN | POUNDS | SPAN LENGTH WING AREA | NO. OF GUNS —CAL.—RDS. OF AMM. PER GUN | | | | | | | | | | |
| YP-38 | LOCKHEED | 1000/25000 | 1150/25000 | 405/20000/- | 80 | 6.0/20000 | - | 2200 | 2200 | 1150/250/50% | 410 | NONE | 11171 | 14348 | 13500 | 52' 0" | 2-.30-500 | SERVICE | | | | | SPEC. 1611 | | | | | |
| (1) V-1710-274-29 | | 1150/ S L | NONE | | | | | | | 650/330/75% | 230 | NONE | | 13500 | NONE | 37' 10" | 2-.50-200 | TEST | | | | | | | | | | |
| AC-12523 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XP-38A | LOCKHEED | | | 413/20000/- | | 6.5/20000 | 38000 | 2400 | 2400 | HR. ENDURANCE 413 MPH | 400 | NONE | 11507 | 15416 | 13964 | AS ABOVE | 4-.50-205 | PROJECT | | | | | SPEC. 1902 | (PRESSURE CABIN) | | | | |
| (1) V-1710-274-29 | | AS ABOVE | | | | | | | | NONE | 230 | NONE | | 13964 | NONE | | 1-20mm-60 | COMPLETED | | | | | | | | | | |
| AC-13205 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XP-39 | BELL | 1000/19300 | 1150/21300 | 390/24000/1150 | | 13.5/24000 | 32000 | 3000 | 3000 | 2 HR. ENDURANCE | 225 | NONE | 6936 | 9940 | 9083 | 35' 10" | 6-.50-215 | CONVERTED TO | | | | | SPEC. 23- | 947-001. | | | | |
| (1) V-1710-93 | | 1325/ S L | NONE | | | | | | | | 100 | NONE | | 9083 | NONE | 31' 11" | | XP-39B | | | | | | | | | | |
| AC-18373 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZYP-39 | BELL | 960/12000 | 1090/13300 | 368/13600/- | 70 | 4.6/13120 | 33300 | 3000 | 3000 | 730/208/- | 169 | NONE | 4955 | 7120 | 6592 | 34' 0" | 2-.39-350 | | | | | | | | | | | |
| (1) V-1710-37 | | 1090/ S L | NONE | | | | | | | 450/308/- | 104 | NONE | | 6592 | NONE | 30' 2" | 2-.50-200 | | | | | | | | | | | |
| AC-12635 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YP-39A | BELL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) V-1710-31 | | | | SIMILAR TO YP-39 EXCEPT FOR ALTITUDE ENGINE WITHOUT TURBO SUPERCHARGER. (RECONVERTED TO YP-39 AND DESIGNATION CANCELLED.) | | | | | | | | | | | | | | | | | | | | | | | | |
| AC-12635 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XP-39B | BELL | | | 375/15000/- | 103 | | | 1400 | 1400 | 1400/190/35% | 200 | NONE | 4530 | 6450 | 5834 | 34' 0" | AS ABOVE | REWORKED | | | | | | | | | | |
| (1) V-1710-37 | | AS ABOVE | | | | | | | | 600/310/75% | 115 | NONE | | 5834 | NONE | 29' 9" | | XP-39 | | | | | | | | | | |
| AC-10341 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XP-39E | BELL | 1000/19300 | 1150/21300 | 390/24000/1150 | | 13.5/24000 | 32000 | 3000 | 3000 | 2 HR. ENDURANCE | 225 | NONE | 6936 | 9940 | 9083 | 35' 10" | 6-.50-215 | P-39D | | | | | SPEC. 23- | 945-001. | | | | |
| (1) V-1719-47 | | 1325/ S L | NONE | | | | | | | | 100 | NONE | | 9083 | NONE | 31' 11" | | | | | | | | | | | | |
| AC-18373 | 3 | | | | | | | | | | 150 | 600 | | 10037 | | 236 Sq. Ft. | 1-37mm-30 | ALTERNATION | | | | | | | | | | |
| XP-40 | CURTISS | 1000/10000 | 1150/10000 | 342/12200/- | | | | 1350 | 1700 | 1180/200/35% | 158 | NONE | 5417 | 6870 | 6256 | 37' 4" | 1-.30-500 | PROJECT | | | | | SPEC. 6493 | | | | | |
| (1) V-1710-19 | | 1060/ S L | NONE | | | | | | | 460/299/75% | 100 | NONE | | 6256 | NONE | 31' 1" | | | | | | | | | | | | |
| AC-10136 | 1 | | | | | | | | | 400/299/75% | 100 | 120 | | 6380 | | 235 Sq. Ft. | 1-.50-200 | COMPLETED | | | | | | | | | | |
| XP-40F | CURTISS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) V-1650-1 | | | | | | | | | | P-40D CONVERTED WITH ENGINE CHANGE. | | | | | | | | | | | | | | | | | | |
| AC-12414 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YP-40F | CURTISS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) V-1650-1 | | | | | | | | | | SAME AS XP-40F EXCEPT COOLANT SYSTEM REMOVED TO REAR. | | | | | | | | | | | | | | | | | | |
| - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

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DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. HP. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGIN. HLT. | T.O. & LAND T. O. OVER OF GRS. LAND OVER OF GRS. | RANGE with & SPEEDS & POWER | | FUEL with DESIGN GALLONS | BOMBS DESIGN MAXIMUM | WEIGHTS EMPTY DESIGN MAXIMUM | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS - 1/2 - 1/4 - 1/8 IN. MM. PER GUN | STATUS | REFERENCE | |
|--|--|------------------------------------|---|--|---|----------------------------|--------------------------------|------------------------------|---------------------------------------|---|---|--------------|--|-----------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN MILES | | | | | | | | |
| XP-40K CURTISS (1) V-1650-1 | ONE MODEL P-40K-10-CU REWORKED INTO THE XP-40K P-38 SPINNER AND BULKHEAD INSTALLED; CARBURETOR AIR SCOOP AND SIDE COUPLING REVISED TO FIT SMALLER BULKHEAD; NEW COUPLING AND FORMERS MADE UP FOR SECTION BELOW ENGINE; EXPERIMENTAL ENGINE MOUNTS; OIL; COOLANT RADIATORS MOUNTED UNDER CENTER SECTION OF WING; LEADING EDGE OF CENTER SECTION OF WING RESULT TO ACCOMMODATE DUCTING FOR NEW RADIATORS; P-40K EXPERIMENTAL EXPANSION TANK MOUNTED ON SPINNER BULKHEAD. | | | | | | | | | | | | SPEC. 7437 K | |
| XP-40Q CURTISS (1) V-1710-121 | 1000/21000 1100/25000 1325/ SL 1800/ SL | 422/20500/1700 | 4.8/20000 39000 NONE | - | | | | | 9000 | 35' 3" 35' 4" | 2-.50-291 | PROJECT | SPEC. - ENG. -47- 1728-A (4-5-44) | |
| XP-41 REPUBLIC (1) R-1830-19 | 1080/4000 1080/11000 1200/ SL NONE | 323/15000/ - | - | 1500 | 1860/226/ - 730/292/ - NONE | 230 150 NONE | NONE NONE NONE | 5389 6600 NONE | | 36' 0" 27' 0" 220 Sq. Ft. | 1-.30-500 | PROJECT | SPEC. 98-600 -A-2. | |
| AC-8892 | | | | 1500 | | | | | | | 1-.50-200 | COMPLETED | | |
| XP-42 CURTISS (1) R-1830-31 | 1000/8500 1000/11500 1050/ SL NONE | 315/15000/ - | - | 950 | 1210/220/35% 730/286/75% NONE | 181 105 NONE | NONE NONE NONE | 4818 6260 5919 NONE | | 37' 4" - | 1-.30-500 | PROJECT | SPEC. - | |
| AC-10136 | | | | 1490 | | | | | | 235 Sq. Ft. | 1-.50-200 | COMPLETED | A-19-922 & A-19-988. | |
| YP-43 REPUBLIC (1) R-1830-35 | 1100/1000 1100/20000 1200/20000 1200/ SL NONE | 349/20200/1200 | 5.5/15000 | 1600 | 1250/175/40% 650/275/75% NONE | 218 145 NONE | NONE NONE NONE | 5488 7300 6910 NONE | | 36' 0" 28' 6" 224 Sq. Ft. | 2-.30-500 | REDESIGNATED | SPEC. 60-A. | |
| AC-12643 | | | | 1850 | | | | | | | 2-.50-200 | P-43 | PHO-M-19- 1212-A. | |
| XP-46 BELL | | | | | CANCELLED - REDESIGNATED P-39C | | | | | | | | | |
| XP-46 CURTISS (1) V-1710-39 | 1000/11000 1150/11800 1150/ SL NONE | 355/12200/1150 | 5.0/12300 29500 NONE | - | | | | | 5625 7666 7081 NONE | 34' 4" 30' 2" 208 Sq. Ft. | 4-.30-500 | PROJECT | SPEC. 7651 | |
| AC-13447 | | | | | | | | | | | 2-.50-200 | COMPLETED | PHO-M-19- 1374-A. | |
| XP-46A CURTISS (1) V-1710-39 | | | | | SAME AS XP-46 EXCEPT FOR NO GUNS, B.P. GLASS OR RADIO. | | | | | | | | PROJECT | |
| AC-13447 | | | | | | | | | | | | COMPLETED | | |
| XP-47 REPUBLIC (1) V-1710-39 | AS ABOVE | 400/15000/1150 | 5.0/15000 | 2400 | 1475/269/35% 570/347/75% NONE | 130 103 NONE | NONE NONE NONE | 5041 6570 6400 NONE | | 41' 0" 35' 0" 300 Sq. Ft. | 4-.30-500 2-.50-200 ALTERNATE | CANCELLED | SPEC. 888 | |
| AC-13817 | | | | 2300 | | | | | | | | | | |
| XP-47A REPUBLIC (1) V-1710-39 | | | | | SAME AS XP-47 EXCEPT ALL ARMAMENT & RADIO EQUIPMENT IS OMITTED. | | | | | | | | CANCELLED | SPEC. 888 |
| AC-13817 | | | | | | | | | | | | | | |

NOTES:

UNQUALIFIED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 JULY 1945

| FIGHTER MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT./H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. -1.2 ENGS. OUT | T.O. & LAND T.O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CALIBERS OF AMM. PER GUN | STATUS | REFERENCE | |
|---|---|-------------------------------------|--|---|---|--|------------------------------|---|---|-------------------------------------|---------------------------|--------------------------------------|
| | | | | | RANGE with SPEEDS % POWER MAXIMUM DESIGN MILES | FUEL with DESIGN GALLONS MAXIMUM DESIGN GALLONS | BOMBS at NONE DESIGN MAXIMUM | | | | | EMUTY POUNDS DESIGN POUNDS |
| XP-47B REPUBLIC (1) R-2800-35 | 1625/25000 2000/25000 2000/ 5L | <u>412/25800/1960</u> | 5.0/15000 38000 | 2650 2450 | 1170/ - / - 575/335/754 | 315 210 | NONE NONE NONE | 8655 12742 11600 | AS ABOVE | 6-.50-500 2-.50-500 ALTERNATE | CRASHED & DESTROYED | SPEC. 88C FLYING BR. TEST. |
| AC-13817 XP-47E REPUBLIC (1) R-2800-21 | NONE | | NONE | 2450 | NONE | NONE | NONE | | | | | |
| P-47B REMORKED WITH PRESSURIZED CABIN AND RADIO COMMAND SET SCR-283 | | | | | | | | | | | | |
| AC-15850 XP-47F REPUBLIC (1) R-2800-21 | | | | | | | | | | | | |
| P-47B AIRPLANE WITH LAMINAR FLOW AIRFOIL WINGS. | | | | | | | | | | | | |
| AC-19378 XP-47H REPUBLIC (1) XIV-2220 | | | | | | | | | | | | |
| MODIFICATION OF P-47B TO PROVIDE TEST OF A LIQUID COOLED CHRYSLER ENGINE FOR P. & W. R-2800-21. | | | | | | | | | | | | |
| XP-47J REPUBLIC (1) R-2800-61 | 1700/30000 2100/30000 2100/ 5L 2800/30000 | <u>*505/33600/2800</u> | 3.3/15000 | 1450 2500 | 2660/ - / - 1225/ - / - | 870 270 | NONE NONE NONE | 9833 16780 12840 | 41' 0" 33' 3" 300 Sq. Ft. | 6-.50-267 | | REPUBLIC-505 |
| AC-39160 XP-47K REPUBLIC (1) R-2800-21 | | 92 | NONE | 2500 | NONE | NONE | NONE | | | | | |
| SAME AS P-47D-5-RE EXCEPT FOR CHANGE TO HANKER "HURRICANE" TYPE CANOPY, GIVING BETTER COMBAT VISIBILITY AND SIMPLIFIED PRODUCTION. | | | | | | | | | | | | |
| AC-21080 XP-47L REPUBLIC (1) R-2800-63 | | | | | | | | | | | | |
| SAME AS P-47D-15-RE EXCEPT FOR FUEL INCREASE IN MAIN CELL TO 65 GALLONS. | | | | | | | | | | | | |
| AC-29279 YP-47M REPUBLIC (1) R-2800-14 or-57 | | | | | | | | | | | | |
| THREE P-47D-25-RE AIRPLANES CONVERTED TO YP-47M WITH FOLLOWING CHANGES: R-2800-14 OR-57 ENGINE IN LIEU OF -63; CH-5 TURBO SUPERCHARGER; CURTIS 838 PROPELLER; UNILEVER POWER CONTROL; AUTOMATIC INTERCOOLER & OIL COOLER DOORS; G-10 FUEL PUMP. THE YP-47M DIFFERS FROM P-47M IN THAT IT WILL NOT HAVE DIVE FLAPS OR BLUNT WISEDAILERONS. | | | | | | | | | | | | |
| AC-29279 XP-47M REPUBLIC (1) R-2800-14 or-57 | | | | | | | | | | | | |
| MODIFIED YP-47M INCORPORATING NEW AND LARGER WING PANELS AND CONTAINING 200 GAL. INTERNAL FUEL TANKS FOR PURPOSE OF RANGE EXTENSION IN P-47 SERIES. | | | | | | | | | | | | |
| AC-29279 XP-48 REPUBLIC | | | | | | | | | | | | |
| PERFORMANCE WITH PROPOSED ENGINE INSTALLATION NOT CONSIDERED FEASIBLE. | | | | | | | | | | | | |
| NOTES: CONTRACTORS FLIGHT TEST | | | | | | | | | | | | |
| UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING. | | | | | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAK-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1.2 ENGS. OUT | T. O. & LAND T. O. OVER 50' OBS. LAND-OVER 50' OBS. | RANGE WITH & SPEEDS & POWER | | FUEL WITH | | BOMBS NO. (LOAD) MAXIMUM | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS (CALIBER) - AMM. PER GUN | STATUS | REFERENCE |
|---|--|---|---|---|--|------------------------------|----------------------|---------------------------------|----------------------------------|--|----------------------|---|--|----------------------|------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | EMPTY | 100% WING DESIGN (LOAD) | | | | | | | |
| XP-46 LOCKHEED (2) X1-1430-13 & -15 AC-13476 5 | 1150/25000 1600/25000 1350/ S L | 458/25000/3160 | 8.7/20000 37500 | 3200 | 679/ - / - NONE | 425 300 NONE | NONE NONE NONE | 15475 10948 18885 NONE | 50' 0" 40' 1" 328 Sq. Ft. | 4-.50-300 2-20mm-60 | PROJECT COMPLETED | SPEC. 1485 (PRESSURE CABIN) | | | |
| XP-50 GRUMMAN (1) R-1820-67 & -69 AC-13682 1 | 1000/25000 1200/25000 1200/ S L NONE | 424/25000/2500 | 5.0/20000 NONE | 1400 2400 | 570/317/ - - | 450 217 217 | NONE NONE 200 | 8307 - 10558 10758 | 42' 0" 31' 11" 304 Sq. Ft. | 2-.50-500 2-20mm-60 plus 2-.50-450 (ALTERNATE) | CRASHED | SPEC. A-154 | | | |
| XP-51 NORTH AMERICAN (1) V-1710-19 AC-15471 2 | 1000/11000 1150/11800 1150/ S L NONE | 882/18000/11110 | 10.9/20000 30800 NONE | - | 3.5 HR. @ 65% - NONE | 170 105 NONE | NONE NONE NONE | 6258 - 7224 NONE | 37' 0" 32' 3" 233 Sq. Ft. | 4-.30-500 4-.50-200 | PROJECT COMPLETED | SPEC. 1620 PHC-W-19-1330-A. | | | |
| XP-51B NORTH AMERICAN (1) X-165C-3 AC-32073 2 | 1000/24000 1120/14000 1100/13000 1000/12000 1450/ S L | PERFORMANCE OF P-51H ACCEPTABLE FOR XP-51B. (NO MFG. GUARANTEES GIVEN.) | | | | | | | | | | 37' 0" 32' 3" 240 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 5655 |
| XP-51F NORTH AMERICAN (1) V-1650-3 AC-37857 3 | AS ABOVE | 466/29000/1335 | 4.3/20000 42500 NONE | 1253 1457 | 2105/279/ - 650/379/75% 630/371/ - | 330 105 180 | NONE NONE 1000 | 5634 8960 7610 9060 | 37' 0" 32' 3" 245 Sq. Ft. | 4-.50-250 | PROJECT COMPLETED | SPEC. 5656 | | | |
| XP-51G NORTH AMERICAN (1) RM-14 SM AC-37857 2 | 1175/12500 - 1675/ S L NONE | 472/20750/1850 | 3.4/20000 45700 NONE | 1215 1580 | 1865/315/ - 510/315/ - - | 330 180 180 | NONE NONE 1000 | 5749 - 7858 8879 | A S A B O V E | A B O V E | CURRENT | SPEC. 8032 | | | |
| XP-51J NORTH AMERICAN (1) V-1710-119 AC-37857 2 | 1100/21000 1200/30000 1500/ S L 1720/20700 | 491/27400/1620 | 3.6/20000 43600 NONE | 1038 1595 | - - - | 330 105 180 | NONE - 1000 | 6030 9141 7550 - | 37' 0" 32' 11" 235 Sq. Ft. | AS ABOVE | CANCELLED | SPEC. 8121 | | | |
| XP-52 BELL (1) X1-1430-5 AC-15581 1 | 1600/15000 1250/ S L NONE | 435/20000/ - | 5.3/20000 40000 NONE | 3000 3000 | - - NONE | - - NONE | NONE NONE NONE | 6046 - 8200 NONE | - - - | 6-.50-500 2-20mm-100 | - | SPEC. 16-945-004. | | | |
| XP-53 CURTISS (1) IV-1430-3 AC-15581 1 | 1600/15000 1250/ S L NONE | 430/18000/ - | 6.4/15000 30500 NONE | 2800 2200 | - 2 HRS. END. @ 75% NONE | 204 135 NONE | NONE NONE NONE | 7649 10693 9975 NONE | 41' 5" 35' 3" 275 Sq. Ft. | 8-.50-250 | - | SPEC. 7853A | | | |
| XP-54 VULTEE (1) XH-247C-1 AC-15019 2 | 2000/25000 2300/25000 2300/ S L | 403/28500/2300 | 17.0/26000 37000 NONE | 3280 | 845/328/75% 490/328/75% NONE | 395 223 NONE | NONE NONE NONE | 15262 19063 18233 NONE | 53' 10" 54' 9" 456 Sq. Ft. | 2-.50-500 2-37mm-60 | PROJECT COMPLETED | SPEC. 584 (PRESSURE CABIN) | | | |

NOTES:

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AIRPLANE CHARACTERISTICS & PERFORMANCE

| FIGHTER | | ENG. RATINGS | | SPEEDS | | CLIMB | | T.O. & LAND | | RANGE with | | FUEL with | | BOMBS at | | WEIGHTS | | DIMENSIONS | | ARMAMENT | | STATUS | | REFERENCE | | | | | | | | | |
|---------------------|------------|---|---------------|----------------|---------|-------------------------|---------------------|--------------------|--------------------|----------------------|------------------------|---------------------|----------------------------|-----------------------|--|--------------------------------|-----------------|------------|--|----------|--|--------|--|-----------|--|--|--|--|--|--|--|--|--|
| MODEL & MFR. | ENGINE (S) | NORMAL ALT. | MILITARY ALT. | MAX. ALT. H.P. | LANDING | TIME TO FT. SERV. CEIL. | CEIL.—1.2 ENGS. OUT | T.O. OVER 30' OBS. | LAND OVER 30' OBS. | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | SPAN LENGTH WING AREA | NO. OF GUNS —CAL.—RDS. OF AMM. PER GUN | | | | | | | | | | | | | | | | | | |
| XP-55 | CURTISS | 1000/13800 | 1125/14600 | 390/19300/1100 | 80 | 7.1/20000 | 34600 | 1950 | 1950 | 1440/-/600 | 210 | NONE | 5325 | 40' 7" | 4-.50-250 | PROJECT | SPEC. -24-7-51. | | | | | | | | | | | | | | | | |
| (1) V-1710-95 | | 1275/ S L | | | | | NONE | | | 900/296/- | 110 | NONE | 7711 | 29' 0" | | COMPLETED | | | | | | | | | | | | | | | | | |
| AC-29013 | 3 | | | | | | | | | NONE | NONE | NONE | 209 Sq. Ft. | | | | | | | | | | | | | | | | | | | | |
| XP-56 | WORTHROP | 1500/21500 | 1650/22500 | 465/25000/1650 | | 7.2/20000 | 33000 | 1860 | 1860 | 660/396/75% | 314 | NONE | 8699 | 42' 7" | 4-.50-400 | ALL PERFORMANCE IS CALCULATED. | | | | | | | | | | | | | | | | | |
| (1) P-2800-29 | | 2000/ S L | | | | | NONE | | | 444/396/75% | 215 | NONE | 12143 | 27' 7" | | CURRENT | | | | | | | | | | | | | | | | | |
| AC-15021 | 1 | | | | | | | | | NONE | NONE | NONE | 11350 | 307 Sq. Ft. | 2-20mm-100 | | | | | | | | | | | | | | | | | | |
| AC-25060 | 1 | | | | | | | | | | | | NONE | | | | | | | | | | | | | | | | | | | | |
| XP-57 | TUCKER | 569/20000 | 615/20000 | 308/ S L/ 720 | | 11.0/18000 | 26000 | 900 | 900 | 900/265/- | 125 | NONE | 1918 | 28' 5" | 3-.50-166 | SPEC. 1-2000-1 | | | | | | | | | | | | | | | | | |
| (1) L-510-1 | | 720/ S L | | | | | NONE | | | 540/257/63% | 75 | NONE | 3000 | 26' 7" | OR | CANCELLED | | | | | | | | | | | | | | | | | |
| AC-15449 | 1 | NONE | | | | | | | | NONE | NONE | NONE | NONE | 120 Sq. Ft. | 1-.50-400 | | | | | | | | | | | | | | | | | | |
| XP-58 | LOCKHEED | 2100/25000 | 2600/24000 | 430/28000/6000 | | 15.0/25000 | 38500 | 3600 | 3600 | 2650/210/48% | 1700 | NONE | 31306 | 70' 0" | 4-.50-300 | PROJECT | SPEC. 1870 | | | | | | | | | | | | | | | | |
| (2) V-3420-11 & -13 | | 2600/ S L | | | | | | | | 1150/274/48% | 650 | NONE | 43020 | 48' 3" | OR | COMPLETED | | | | | | | | | | | | | | | | | |
| AC-15867 | 1 | | | | | | | | | NONE | NONE | NONE | 38874 | 600 Sq. Ft. | 6-.50-300 | | | | | | | | | | | | | | | | | | |
| AC-39212 | 1 | 3000/24000 | | | | | | | | | | | NONE | | 1-20mm-60 | | | | | | | | | | | | | | | | | | |
| XP-59 | BELL | 11575/ 5500 | 13580/ 21500 | 450/22000 | | 6.3/20000 | 38000 | 3000 | 3000 | - | 270 | NONE | 7958 | 40' 0" | 6-.50-300 | SPEC. 20-945-001. | | | | | | | | | | | | | | | | | |
| (1) P-2800-23 | | 2000/ S L | | | | | NONE | | | 570/380/- | 180 | NONE | 11698 | 37' 3" | OR | CANCELLED | | | | | | | | | | | | | | | | | |
| AC-17506 | 2 | NONE | | | | | | | | NONE | NONE | NONE | 10463 | 286 Sq. Ft. | 2-20mm-70 | | | | | | | | | | | | | | | | | | |
| XP-59A | BELL | A TRICYCLE GEAR, SINGLE PLACE MONOPLANE WITH JET MOTORS: (3) .50 CAL. GUNS & (1) 37mm CANNON, ALL MOUNTED IN NOSE; SCR-274 W. RADIO PROVIDED. NO OTHER INFORMATION AVAILABLE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) G.F. "1-16" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC-21931 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YP-59A | BELL | 16000 R.P.M. | 16500 R.P.M. | 413/20000 | | | 46000 | | | | 590 | NONE | 12700 | 49' 0" | 2-37mm-44 | SERVICE | | | | | | | | | | | | | | | | | |
| (2) G.F. "1-16" | | 16500 R.P.M. | | | | | | | | | 290 | NONE | 10500 | 38' 10" | OR | TEST | | | | | | | | | | | | | | | | | |
| AC-21931 | 13 | | | | | | | | | | NONE | NONE | NONE | 400 Sq. Ft. | 1-37mm-44 & 3-.50-200 | | | | | | | | | | | | | | | | | | |
| XP-59B | BELL | SIMILAR TO XP-59A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) G.F. "1-16" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SC-590 | 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XP-60 | CURTISS | 1080/ 9500 | 1210/ 16000 | 380/20000/1124 | | 7.3/15000 | 29000 | 2550 | 2550 | 725 * 995 HP | 204 | NONE | 7008 | 41' 5" | 8-.50-250 | SPEC. R230A | | | | | | | | | | | | | | | | | |
| (1) V-1650-1 | | 1240/ 1560 | 1120/ 1850 | | | | | | | | 135 | NONE | 9961 | 33' 7" | | SPEC. PHO-M-19-1409-A. | | | | | | | | | | | | | | | | | |
| AC-18551 | 1 | 1300/ S L | | | | | NONE | 1915 | 1915 | NONE | NONE | NONE | 9351 | 275 Sq. Ft. | | | | | | | | | | | | | | | | | | | |
| XP-60A | CURTISS | SAME AS XP-60 EXCEPT FOR ENGINE & MINOR CHANGES. DISMANTLED & PARTS USED FOR XP-60C & E AIRPLANES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) V-1710-75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC-28113 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

| FIGHTER | | AIRPLANE CHARACTERISTICS & PERFORMANCE | | | | | | | | | | | | | DATE | | |
|--|---|--|---|---|---------------------------------------|------------------------------|---|---|--------|-----------|---------|------------------|--------|-------------|------------|-----------|-----------------------|
| MODEL & MFR. (NO.) ENGINE (S) | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.—3.2 ENGS. OUT | T. O. & LAND T. O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBERS OF MM. TURRETS | STATUS | REFERENCE | WEIGHTS | | | | | | |
| | | | | | with FUEL | with BOMBS | | | | | EMPTY | DESIGN | DESIGN | | | | |
| CONT. NO. PLANES | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | DESIGN DESIGN | | | | DESIGN DESIGN | | | | | |
| FIRST (26) P-60A AIRPLANES WERE TO HAVE BEEN USED FOR SERVICE TEST PURPOSES. | | | | | | | | | | | | | | | | | |
| YP-60A | CURTISS | | | | | | | | | | | | | | | | SPEC. #411 |
| (11)R-2800-10 | | | | | | | | | | | | | | | | | CANCELLED |
| AC-35373 | 26 | | | | | | | | | | | | | | | | |
| XP-60B | CURTISS | | | | | | | | | | | | | | | | SPEC. #509 |
| (REDICATED P-60) (1)V-1710-75 | | | | | | | | | | | | | | | | | |
| AC-28113 | 1 | | | | | | | | | | | | | | | | |
| XP-60C | CURTISS | (1)R-2800-53 | WE 419/40300/2000 | WE 5.5/20000 | 1325 | | 360 | NONE | 21926 | | | | | 41' 4" | 4-20-150 | PROJECT | SPEC. #509 |
| | | | | | | | 176 | NONE | 10525 | | | | | 32' 11" | | | |
| AC-28113 | 1 | | 89 | NONE | | | NONE | NONE | NONE | | | | | 270 Sq. Ft. | | COMPLETED | |
| XP-60D | CURTISS | (1)V-1650-3 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AC-18551 | 1 | | | | | | | | | | | | | | | | |
| XP-60E | CURTISS | (1)R-2800-10 | AS ABOVE | WE 3.9/15000 | 1265 | | 360 | NONE | 2283 | | | | | | | PROJECT | SPEC. #509 |
| | | | | | | | 178 | NONE | 11578 | | | | | | | | |
| AC-28113 | 1 | | 95 | NONE | | | NONE | NONE | 10200 | | | | | AS ABOVE | | COMPLETED | |
| YP-60E | CURTISS | (1)R-2800- | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AC-35373 | 2 | | | | | | | | | | | | | | | | |
| XP-61 | NORTHROP | (2)R-2800-10 | AS ABOVE | WE 370/20900/3090 | 9.0/20000 | 1575 | 1465/200/33% | 660 | 21695 | | | | | 66' 0" | 4-50-500 | PROJECT | SPEC. #84 |
| | | | | | | | 1200/200/33% | 540 | 28872 | | | | | 48' 11" | | | |
| AC-17442 | 2 | | 95 | | 2150 | | NONE | NONE | 27576 | | | | | 663 Sq. Ft. | 4-20mm-150 | COMPLETED | EMO. 19-1605-A & 10m. |
| YP-61 | NORTHROP | (2)R-2800-10 | | | | | | | | | | | | | | | SPEC. #84 |
| | | | | | | | | | | | | | | | | | |
| AC-18086 | 13 | | | | | | | | | | | | | | | | |
| XP-61D | NORTHROP | (2) R-2800-77 | WE 430/30000/5600 | 13.5/30000 | 2000 | | 1846 | NONE | 23207 | | | | | 66' 0" | 4-50-450 | Spec. #8 | |
| | | | | | | | 1300/197' | 1646 | 39508 | | | | | 48' 11" | | | |
| AC-2407 | 2 | | 84 | | 1600 | | | | 29207 | | | | | 662 Sq. Ft. | 4-20mm-200 | CURRENT | |
| XP-61E | NORTHROP | (2)R-2800-65 | WE 375/17000/3860 | 13.0/20000 | 2700 | | 2398 | NONE | 21347 | | | | | | | Spec. #7 | |
| | | | | | | | 1158 | NONE | 40181 | | | | | AS ABOVE | 4-50-300 | CURRENT | |
| AC-2407 | 2 | | 87 | | 1550 | | | | 31423 | | | | | | | | |

NOTES:

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PAGE 15

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. -1-2 ENGS. OUT | T.O. & LAND T.O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with SPEEDS % POWER | FUEL with | BOMBS at | WEIGHTS | DIMENSIONS | ARMAMENT | STATUS | REFERENCE |
|--|--|---|-------------------------------------|--|---|--|------------------------------|---------------------------|-------------------------------------|---------------------------------|--|--|--|
| | | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | SPAN LENGTH WING AREA | NO. OF GUNS -CAL.-BIN. OF AMM. PER GUN | | |
| XF-62 | CURTISS (1) R-3350-17 | 2100/25000 2250/25000 2300/ S L | 448 27000/2250 85 | 6.6/15000 35700 NONE | 2350 2140 | 575 * 2100 HP. | 384 245 NONE | NONE NONE NONE | 11773 16651 14660 NONE | 53' 8" 39' 6" 420 Sq. Ft. | 8-20mm-150 | CURRENT | SPEC. 8343A (PRESSURE Cabin) |
| AC-19440 | 2 | | | | | | | | | | | | |
| XF-63 | BELL (1) V-1710-93 | 1000/19300 1150/21300 1325/ S L | 407 20000/1150 | 7.0/20000 35000 NONE | 3000 3000 | - - | 211 100 NONE | NONE NONE NONE | - 7565 NONE | 38' 4" 31' 8" 248 Sq. Ft. | 2-.50-200 | BOTH | SPEC. 24- 947-001. |
| AC-18966 | 2 | | | | | | | | | | | | |
| XF-63A | BELL (1) V-1710-93 | 1000/19300 1150/21300 1325/ S L | 422/24100/1150 | 4.9/20000 5.5/20000 44000 | 3000 3000 | - 585/341/ - | 136 100 100 | NONE NONE 500 | 6218 7886 7705 8155 | 38' 4" 31' 8" 348 Sq. Ft. | 2-.50-200 | PROJECT | SPEC. 24- 947-001-1. FNG.-19- 625A. |
| AC-18966 | 1 | 1500/ S L | | NONE | | | | | | | | | |
| XF-63E | BELL (1) V-1650-5 | | | | | SIMILAR TO XP-63A EXCEPT FOR ENGINE CHANGE | | | | | | CANCELLED | SPEC. 34-947 001. |
| AC-18966 | 2 | | | | | | | | | | | | |
| XF-65 | GRUMMAN (2) R-2600- | | | | | SINGLE PLACE, TURBO SUPERCHARGED AIRPLANE WITH (2) 37mm CANNON, (4) .20mm CANNON, AND SCR-274 COMMAND SET. | | | | | | CANCELLED | |
| AC-18966 | 2 | | | | | | | | | | | | |
| XF-67 | MCDONNELL (1) X1-1430-17A (1st ART.) (2) X1-1430-23 (2nd ART.) AC-2121R | 1000/25000 1600/25000 1350/ S L | 448/25000/3200 93 | 17.0/25000 37000 14500 | 3500 2500 | 2000/210/ - 700/270/ - NONE | 735 280 NONE | NONE NONE NONE | 16661 23910 21000 NONE | 55' 0" 42' 0" 414 Sq. Ft. | 6-37mm-45 | 1st. ARTICLE DESTROYED. 2nd. ARTICLE CANCELLED. | SPEC. 5-23A |
| AC-18966 | 2 | | | | | | | | | | | | |
| XF-68 | VULTEE "TORNADO" | | | | | PROJECT DID NOT MATERIALIZE. | | | | | | CANCELLED | |
| AC-18966 | 2 | | | | | | | | | | | | |
| XF-69 | REPUBLIC (1) R-2160-3 | 2000/25000 2350/25000 2350/ S L | 450/35000/2500 | 21.0/35000 48900 NONE | 2600 2600 | 3000/300/ - 500/365/ - | 1300 239 | NONE NONE | 15545 26184 18655 | 51' 8" 51' 6" 505 Sq. Ft. | 4-.50-300 | CANCELLED | SPEC. 412 (PRESSURE CAPIN) |
| AC-22238 | 2 | | | | | | | | | | | | |
| XF-71 | CURTISS (2) R-4360-13 | 12500/ 9000 12200/ 25000 13000/ 18000 12400/ 25000 3000/ S L | 428/25000/6000 97 | 12.5/25000 40100 - | 2200 2200 | 3000/270/ - 1.5 HR. END. MOR. NONE | 1940 900 NONE | NONE NONE NONE | 31059 46951 39950 NONE | 82' 2" 61' 8" 902 Sq. Ft. | 2-37mm-60 | CANCELLED | SPEC. 26- 251. (PRESSURE CABIN) |
| AC-22851 | 2 | | | | | | | | | | | | |
| XF-72 | REPUBLIC (1) R-4360-13 | 2200/25000 2400/25000 3000/ S L | 490/25000/3000 | 3.5/15000 42000 NONE | 2200 | 1530/315/ - 1300/300/ - | 670 370 370 | NONE NONE 2000 | 11476 15313 14444 15313 | 41' 0" 36' 7" 300 Sq. Ft. | 6-.50-267 | CURRENT | SPEC. 507 |
| AC-37879 | 2 | 3450/ S L | | | | | | | | | | | |

NOTES:

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AIRPLANE CHARACTERISTICS & PERFORMANCE

FIGHTER

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL/ALT. MILITARY/ALT. TAKE-OFF/S. L. WAR EMERG./ALT. | SPEEDS MAX./ALT./HP. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1 2 ENGS. OUT | T. O. & LAND T. O. OVER 50' OBS. LAND OVER 30' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS —CAL.—REDS. OF AMM. PER GUN | STATUS | REFERENCE | | |
|---|---|------------------------------------|---|---|---|--------------------|---|---|----------------------------------|--|--------------------------|----------------------------|
| | | | | | with SPEEDS % POWER | with BOMBS | | | | | EMPTY | POUNDS DESIGN POUNDS |
| XP-75 FISHER BODY (1) V-3420-19 AC-33962 2 | 2100/17000 2300/20000 2600/ S L 3000/ S L | <u>404/20000/2300</u> 82 | 7.0/20000 37000 NONE | 1300 2000 | 3850/250/- 3010/250/- NONE | 859 639 NONE | NONE NONE NONE | 11441 19418 17878 NONE | 49' 1" 41' 6" 342 Sq. Ft. | 4-.50-300 plus ALTERNATE 6-.50-235 WING GUNS | PROJECT COMPLETED | SPEC. X-92 |
| XP-77 BELL (1) XV-770-17 AC-30864 2 | 450/12000 520/ 8500 520/ S L 670/ S L | 350/ 8500/ 520 92 | 3.0/ 8500 30100 NONE | 1280 1797 | - 550/250/- - | 94 56 56 | NONE NONE 325 | 2760 3857 3583 3940 | 27' 6" 22' 11" 100 Sq. Ft. | 2-.50-200 | PROJECT COMPLETED | SPEC. 32- 947-001. |
| XP-78 NORTH AMERICAN (1) V-1650-3 | | | | | SIMILAR TO P-51 EXCEPT FOR ENGINE AND PROPELLER CHANGES AND COOLING SYSTEM. | | | | | | DESIGNATION CANCELLED | |
| XP-79 NORTHROP | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | |
| XP-80A LOCKHEED (1) GE-J-33 AC-40680 2 | 4000 LB. THRUST AT S.L. | <u>553/ 5700/-</u> - | <u>4.5/20000</u> <u>48500</u> NONE | 6740 - | * <u>1175/415/-</u> - | <u>810</u> - | NONE - | 7227 <u>13780</u> - | 39' 0" 34' 10" 236 Sq. Ft. | 6-.50-200 | CURRENT | |
| XP-81 CONSOLIDATED | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | |
| XP-82 NORTH AMERICAN (1) V-1650-98-21 AC-2029 2 | 1100/17500 1500/15700 1380/ S L 2270/ 4000 | 482/25100/3600 - | 4.5/20000 43100 28900 | 2470 2415 | 2600/318/- 2183/234/- 638/302/- | 1045 600 400 | NONE NONE 4000 | 13403 22000 19100 22000 | 51' 3" 38' 1" 408 Sq. Ft. | 6-.50-400 | CURRENT | SPEC. 8030 |
| XP-82A NORTH AMERICAN (2) V-1710-119 AC-2029 2 | | | | | SAME AS XP-82 EXCEPT FOR ENGINE CHANGE. | | | | | | CURRENT | |
| XP-83 (2) G.E. "1-40" | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | |
| XP-84 REPUBLIC | | | | | INFORMATION NOT AVAILABLE | | | | | | CURRENT | |

NOTES:

* DOES NOT INCLUDE CLIMB DISTANCE

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 AIRPLANE CHARACTERISTICS & PERFORMANCE

PAGE 16a

1 OCTOBER 1945

DATE:

| MODEL & MFR. (NO.) ENGINE (S) | | ENG. RATINGS NORMAL/ALT. MILITARY/ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | | CLIMB TIME TO FT. SERV. CEIL. CEIL.--1.2 ENGS. OUT | | T. O. & LAND T. O. OVER 10' OBS. LAND OVER 10' OBS. | | RANGE with | | FUEL with | | BOMBS at | | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | | ARMAMENT NO. OF GUNS CAL--RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|----------------------------------|----------------|---|-------------------------------------|-----------|--|-------------|---|------|----------------------------|------------------------------|---------------------------|--------|----------|----------------------------|-------------|-----------|---|--|---|--------|-----------|
| | | | | | | | | | = SPEEDS % POWER | | DESIGN | DESIGN | DESIGN | DESIGN | EMPTY | | | | | | |
| CONT. | NO. PLANES | | | | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | | | POUNDS DESIGN POUNDS | | | | | | | |
| XP-86 | NORTH AMERICAN | 4000 LB. THRUST AT S.L. | 582/10000 | 5.7/25000 | 2535 | 1500/396/ - | 750 | NONE | 8193 | | | | | | 38' 3" | 6-.50-267 | CURRENT | | | | |
| (1)GE-TG180 | 3 | AT 2840 LB. THRUST | | 44900 | 2260 | 1340/ - / - | 410 | NONE | 14000 | | | | | | 35' 6" | | | | | | |
| AC-119 | | | | | | | | | 11500 | | | | | | 255 Sq. Ft. | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

CARGO

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT./H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1 T. ENGS. OUT | T. O. & LAND T. O. OVER 90 OHS. LAND OVER 90 OHS. | RANGE with SPEEDS & POWER | | FUEL with DESIGN GALLONS | PERSONNEL at or CARGO | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS —CAL.—RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|---|---|-------------------------------------|--|---|--|------------------------------|--------------------------------|--------------------------|-----------------------------------|-------------------------------------|---|--|---|-----------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | PLACES, CRW or POUNDS | EMPTY POUNDS DESIGN POUNDS | | | | |
| ZXC-36 LOCKHEED (2) R-1340-43 AC-8805 1 | 550/ S L 550/ S L NONE | 240/20000/- | - 32000 | 2000 1800 | 860/190/50% 830/208/75% | 250 250 | - - | - - | 7600 10500 10500 | 55' 0" 39' 8" 460 Sq. Ft. | NONE | OBsolete | SPEC. 1201 (PRESSURE CABIN) | |
| YIC-36 LOCKHEED (2) R- 885-13 AC-9063 2 YIC-37 LOCKHEED | | | | | LOCKHEED MODEL 10A (ELECTRA). A TEN PLACE, LOW WING MONOPLANE, RETRACTABLE LANDING GEAR, OPERATED, ALUMINUM ALLOY STRESSED TYPE FUSELAGE CONSTRUCTION. | | | | | ELECTRICALLY | | (1) WRECKED (1) REDESIGNATED UC-36 | | |
| (2) R- 885-13 AC 9619 1 | | | | | LOCKHEED MODEL 10A (ELECTRA). A TEN PLACE, LOW WING, ALL METAL MONOPLANE WITH RETRACTABLE LANDING GEAR AND SPECIAL CABIN FURNISHINGS AS WERE REQUIRED BY MILITIA BUREAU. | | | | | | | RESIGNATED UC-37 | SPEC. S-303- 2 | |
| YC -43 BEECH (1) R- 985-17 AC-12336 3 | 400/5000 450/ S L NONE | 195/5000/400 60 | 11.0/10000 20000 NONE | 1200 1200 | 775/150/52% 600/170/67% | 98 77 | 3 PLACES PLUS 2 CREW | 3019 4375 4250 | 32' 0" 28' 2" 296 Sq. Ft. | NONE | SERVICE TEST | | SPEC. 50 | |
| XC-48L * CURTISS (2) R-3350-80 AC-12511 2 XC-47C DOUGLAS | 1800/15000 2100/ 5500 2500/ S L 2800/ S L (WI) | 284/14500 | 8.1/10000 26600 15500 | 2560 2240 | 1740/229/ - | 1400 | 13200 # CARGO | 32826 51000 | 108' 1" 76' 4" 1358 Sq. Ft. | NONE | CURRENT | | ONE AIR- PLANE WILL HAVE THERMAL ANTI-ICING PROVISIONS. | |
| (2) R-1830-92 AC-20669 XC-53A DOUGLAS | | | | | C-47 AIRPLANE REDESIGNATED XC-47C; EQUIPPED WITH EDO AIRCRAFT CORPORATION AMPHIBIOUS FLOATS. | | | | | | | | | |
| (2) R-1830-82 AC-20667 XC-60B LOCKHEED | | | | | SIMILAR TO C-53 EXCEPT FOR FULL SPAN, SINGLE SLOTTED FLAP AND HEATED SURFACE ANTI-ICING EQUIPMENT. | | | | | | | | SPEC. 3364 | |
| (2) R-1820-87 AC-33164 YC-62 WACO | | | | | SIMILAR TO C-60A WITH HEATED SURFACE ANTI-ICING EQUIPMENT INSTALLED. | | | | | | | | | |
| (2) R-1830-92 AC-22368 13 YC-84 NOGRDUYN | | | | | AN INTERNALLY BRACED, HIGH WING MONOPLANE OF WOOD AND STEEL TUBE, FABRIC AND PLYWOOD COVERED CONSTRUCTION. WILL CARRY 22 MEM., INCLUDING CREW OF (3) FOR TRANSPORT SERVICE. AS A CARGO. PROVISIONS MADE FOR CREW OF (3) INCLUDING PILOT, CO-PILOT AND RADIO OPERATION. | | | | | | | SERVICE TEST | SPEC. 1131 | |
| (1) R-1340-AN-1 AC-21632 7 | | | | | HIGH WING, EXTERNALLY BRACED MONOPLANE OF CONVENTIONAL STEEL TUBE AND WOOD, FABRIC COVERED. PROVISIONS FOR CREW OF FIVE. | | | | | | | SERVICE TEST | SPEC. 509 | |

NOTES:

* - ONE XC-48B WITH R-2800-34 ENGINES PRODUCED. SAME AS C-46 EXCEPT FOR CURTISS WRIGHT ENGINE, 3 BLADED PROPELLER AND NEW TWO ZONE COWLING AND QUICK DETACHABLE TYPE MOUNT IN NEW FACELLES.
(WI) - WATER INJECTION.

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY/ALT. TAKE-OFF/R. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGS. OUT | T.O. & LAND T. O. OVER 29 OBS. LAND OVER 29 OBS. | RANGE with FUEL with PERSONNEL at WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RES. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|---|--|---|------------------------------|--|--|--------|-----------|---|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | | | PLACES, CREW or POUNDS |
| XC-65 STOUT (SKYCAR) (1) FRANKLIN P.O. 5530 YC-76 CURTISS (2) R-1830-92 AC-27018 YC-76A-1 CURTISS (2) R-1830-92 AC-27018 ZXC-81D STINSON (1) R-985 P.O. 3426 | 90/ S L 90/ S L NONE | 110/2500/90 55 | 2.0/1000 15000 NONE | 1500 900 | 320/ 80/535 | 20 | (2) CREW 1008 1550 | 35' 0" 20' 5" 125 Sq. Ft. | NONE | CRASHED | SPEC. 15 |
| CURTISS-WRIGHT MODEL (P-269). A (23) PLACE, AIRBORNE CARRIER OF PLYWOOD CONSTRUCTION | | | | | | | | | | | |
| SIMILAR TO C-76 EXCEPT FOR FUSELAGE DESIGN AND COLOR CHANGES. | | | | | | | | | | | |
| STINSON MODEL SR-10F (RELIANT). A (5) PLACE, CABIN LAND OR SEA MONOPLANE WITH SPECIAL EQUIPMENT FOR WINDLASSES, ETC. FOR PURPOSE OF GROUND CONTACT. | | | | | | | | | | | |
| XC-82 FAIRCHILD (2) R-2800-34 AC-30435 XUC-86A FAIRCHILD (1) L-440-7 XUC-86B FAIRCHILD (1) X0-405-7 AC-38782 | 1700/ 8500 2100/ 3000 2100/ S L NONE | 225/8350/ 3400 | 8.0/10000 29000 17000 | 1920 1920 | 4900/144/ - 3700/120/ - | 3120 2246 | 26530 50000 42000 | 106' 6" 75' 10" 1400 Sq. Ft. | NONE | CURRENT | SPEC. 78001-A |
| SIMILAR TO UC-86 EXCEPT FOR ENGINE CHANGE. | | | | | | | | | | | |
| SIMILAR TO UC-86 EXCEPT FOR CHANGE FROM RANGER TO FRANKLIN ENGINE. | | | | | | | | | | | |
| XC-97 * BOEING (4) R-3350-23 AC-34438 XC-99 CONSOLIDATED (6) R-4360-25 AC-34454 XC-105 BOEING (REDESIGNATED XR-15) (4) R-1830-11 | 2000/33000 2200/33000 2200/ S L NONE | 332/25000/8800 | 45.0/25000 30500 15600 (3 ENGINES) | 5000 3800 | 4000/223/ - 2800/228/ - | 5785 4268 | 10900 * 20000 * 129871 265000 265000 | 141' 3" 110' 4" 1739 Sq. Ft. | NONE | CURRENT | SPEC. D-4233 MAX. TROOP CAPACITY IS 134. |
| 230' 0" 182' 6" 4772 Sq. Ft. | | | | | | | | | | | |
| XR-15 REDESIGNED TO TRANSPORT TYPE WITH REMOVAL OF BOMB RAILS AND TURRETS, AND INSTALLATION OF CARGO DOORS, HOISTS, FLOOR, BOXES AND TIE-DOWN LOOPS. | | | | | | | | | | | |
| PROJECT COMPLETED | | | | | | | | | | | |
| NOTES: * XC-97 * ON CONTRACT AC-12450 SIMILAR TO XC-97. 3-XC-97A'S ON CONTRACT AC-12450 SIMILAR TO XC-97 EXCEPT FOR CHANGE OF POWER PLANTS TO R-4360-27. 1-XC-97B ON CONTRACT AC-12450 SAME AS XC-97A, EXCEPT INTERIOR FURNISHED FOR PASSENGER TRANSPORT. | | | | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENGL RATINGS NORMAL ALT. MILITARY ALT. TAKE OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. HGT. LANDING | CLIMB TIME TO FT. SERVICE CEIL. CEIL. - 1/2 ENGL. OUT | T.O. & LAND T. O. OVER 30' OBS. LAND OVER 50' OBS. | RANGE with FUEL with PERSONNEL or WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBER - DIA. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|---|--|---|-------------------|---|--|------------------------------------|-----------|-------------------------------|
| | | | | | with SPEEDS & POWER | with DESIGN MILES | | | | | DESIGN GALLONS |
| XC-107 STOUT (1) C-290 | | | | | STOUT MODEL (SKYCAR 111) A. A (2) PLACE, MID-WING, PUSHER TYPE TWIN ROOM MONOPLANE. THE PILOT AND PASSENGER ARE SEATED IN NOSE OF A WACELLE, AND THE ENGINE INSTALLED IN REAR TO DRIVE A PUSHER PROPELLER. CONSTRUCTION TO BE LARGELY OF LOW ALLOY STEELS AND PLASTIC MATERIALS. USEFUL LOAD IS 6231# AND 25 GAL. FUEL TANK IS PROVIDED. | | | | | SPEC. 103 | |
| XC-10B BOEING (4) R-1820-97 | | | | | R-17E REWORKED INTO PERSONNEL TRANSPORT AS FOLLOWS: ALL ARMOR PLATE, BOMB RACKS, TURRETS AND GUNS EXCEPT DUAL TAIL GUNS, AND SINGLE .50 CAL. MWSF GUN REMOVED. MAIN CABIN DIVIDED INTO THREE COMPARTMENTS. | | | | | | |
| YC-10B VEGA (4) R-1820-97 | | | | | B-17E-45-VE REWORKED INTO PERSONNEL TRANSPORT. | | | | | | |
| XC-10BA BOEING (4) R-1820-97 | | | | | R-17E REWORKED INTO CARGO AIRPLANE AS FOLLOWS: ALL ARMOR PLATE, ARMAMENT AND GUN TURRETS TO BE REMOVED; BOMB BAY TO BE RESKINNED; DOOR TO BE SKINNED OVER AND NEW SIDE DOOR TO BE CUT AT LEFT WAIST GUN POSITION; RADIO AND NAVIGATORS COMPARTMENT TO BE LOCATED IMMEDIATELY TO THE REAR OF PILOTS COMPARTMENT; FORWARD, MWSF POSITION TO BE MADE NOSE RAGGAGE COMPARTMENT. MAIN CABIN TO BE CARGO COMPARTMENT. | | | | | | |
| XC-10BB BOEING (4) R-1820-97 | | | | | R-17E CONVERTED TO FUEL TANK SUPPLY AIRPLANE. | | | | | | |
| XC-10G FORD (4) R-1830-43 | | | | | R-24E CONVERTED TO FUEL TANK SUPPLY AIRPLANE. | | | | | | |
| AC-21216 XC-112 DOUGLAS (4) R-2800-22* | | | | | SIMILAR TO C-54B EXCEPT FOR ENLARGED FUSELAGE, PRESSURIZED CABIN, TERMAL WINGS AND EMPENNAGE, R-2800-C ENGINE, AND IMPROVED FLAPS TO PROVIDE INCREASED LANDING WEIGHT. | | | | CANCELLED | SPEC. 478 | |
| XC-112A DOUGLAS (4) R-2800-34 | 1500/18500 2100/ 3000 NONE | 310/23900/ 4400 | 20.0/23900 30200 25300 | 2820 2870 | 3382/260/ - 1571/252/ - | 3601 1583 | 9300# 10100# | 46950 80500 70000 | 117' 6" 100' 7" 1462 Sq. Ft. | NONE | CURRENT FORMERLY XC-115 |
| AC-361 XC-113 CURTISS (2) GE-T6-100 | 300 LBS. THRUST PLUS 1730 BHP. AT 13100'. | 294/13000/1800* | 17.3/20000 31900 16300 | 1810 1900 | 1720/240/ - | 1400 | 5340# | 29608 45000 | 108' 0" 77' 0" 1360 Sq. Ft. | NONE | CURRENT |
| AC-9081 XC-114 DOUGLAS (4) V-1710-131 | 1150/14700 1620/ 1500 NONE | 295/20800/3960 | 28.5/20800 25400 19200 | 3280 2570 | 3757/253/ - 1767/246/ - | 3601 1583 | 11830# 12514# | 44440 80500 70000 | 117' 6" 100' 7" 1462 Sq. Ft. | NONE | CURRENT |
| AC-361 | | | (3 ENGINES) | | | | | | | | |

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PAGE 20

LIAISON & PHOTO

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY/ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.F. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1.2 ENGS. OUT | T.O. & LAND T.O. OVER 50' OBS. LAND-OVER 50' OBS. | RANGE WITH FUEL | | BOMBS | WEIGHTS | DIMENSIONS | | ARMAMENT | STATUS | REFERENCE |
|--|---|-------------------------------------|---|---|---|------------------------|----------------------|---------------------------|------------------------------------|--------|----------|-----------------------------|-----------------------------|
| | | | | | W/OUT BOMBS | W/ BOMBS | | | WING | HEIGHT | | | |
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY | WING | HEIGHT | | | |
| XL-5F CONSOLIDATED (1) O-435-1 | | | | | SIMILAR TO L-59 EXCEPT FOR 24-VOLT ELECTRICAL SYSTEM AND SCR-274* RADIO. THE ENGINE HAS AN ACCESSORY DRIVE CASE. (REDESIGNATED L-5F-VW) | | | | 1089 | 35' 6" | | REDESIGNATED | |
| XL-6 INTERSTATE (1) XO-200-5 P.O. 14016 | 110/ S L NONE 110/ S L NONE | 114/S L/ 110 * | 1.0/ 950 * | 1000 | 850/105/ - 325/105/ - NONE | 40 20 NONE | NONE NONE NONE | 1625 1625 NONE | 174 Sq. Ft. | | NONE | MODEL XO-53 REDESIGNATED | SPEC. 434 FS-M-19-1518A |
| XL-13 STINSON (1) XO-425-5 | 240/ S L 245/ S L NONE | 115/ SL/240 | 8.35/ 5000 15000 | 470 482 | 750/ 92/ - 368/ 92/ - | 110 46 | NONE NONE | 1843 3184 2900 | 40' 6" 31' 9" 270 Sq. Ft. | | NONE | CURRENT | AIRPLANE HAS FOLDING WINGS. |
| AC-9160 | | | | | | | | | | | | | |
| XF-11 HUGHES (2) R-4360-31 AC-1079 | 2500/33000 3000/33000 3000/ S L | 450/33000/6000 100 | 17.4/33000 42000 18000 | 4000 3500 | 5000/ - / - 4000/ - / - | 2650 2050 | NONE NONE NONE | 39392 58315 47500 | 101' 4" 65' 5" 983 Sq. Ft. | | NONE | CURRENT | SPEC. 01-1 |
| XF-12 REPUBLIC (4) R-4360-31 AC-2135 | 2500/40000 3000/40000 3000/ S L | 490/40000/12000 | 32.0/40000 **50000 | | 5200/212/ - 4016/358/ - | 5550 4350 | NONE NONE NONE | 71472 111400 103000 | 129' 2" 93' 11" 1640 Sq. Ft. | | NONE | CURRENT | SPEC. 524 |
| XF-13 BOEING (4) R-3350-23 | | | | | B-29 CONVERTED FOR PHOTOGRAPHIC USE. | | | | | | | CURRENT | |
| XF-14 LOCKHEED (1) L-40 AC-2393 | | | | | YP-80A CONVERTED FOR PHOTOGRAPHIC USE. | | | | | | | CURRENT | |

NOTES:

* TESTED AT GROSS WEIGHT OF 1650 lb.
** CONTRACTORS ESTIMATES

UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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PAGE 21

AIRPLANE CHARACTERISTICS & PERFORMANCE

| OBSERVATION | | AIRPLANE CHARACTERISTICS & PERFORMANCE | | | | | | | | | | | | DATE: |
|---|------------------|---|-------------------------------------|--|---|--|------------------------------|---------------------------|-------------------------------------|---|---|---|-----------------------------------|-----------|
| MODEL & MFR. (NO.) ENGINE (S) | CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CRUISE - 1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with | | | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT CALIBERS OF GUNS AMM. PER GUN | STATUS | REFERENCE |
| | | | | | | FUEL | BOMBS | at | EMPTY | POUNDS DESIGN POUNDS | | | | |
| | | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | | | | | | |
| YO-50 BELLANCA (1) V-770-1 | | 420/ S L 420/ S L NONE | <u>126/ S L/420</u> 27 | <u>10.0/10000</u> 19420 NONE | 300 410 | <u>240/114/75%</u> <u>230/114/75%</u> NONE | 54 52 NONE | NONE NONE NONE | 3086 3887 <u>3887</u> NONE | 55' 6" 35' 2" 49' Sq. Ft. | NONE | NONE IN SERVICE | SPEC. A-1 PHC-M-19- 1163-A. | |
| AC-1314B YO-51 RYAN (1) R-985-21 | 3 | 420/ S L 440/ S L NONE | <u>130/ S L/ -</u> 30 | <u>13.1/10000</u> 19700 NONE | 482 337 | - <u>266/119/75%</u> NONE | 52 52 NONE | NONE NONE NONE | 3432 4200 4200 NONE | 52' 0" 34' 5" 400 Sq. Ft. | NONE | SENT TO TRAINING SCHOOLS | - PHC-M-19- 1104-A | |
| AC-13101 YO-54 STINSON (1) O-170-1 | 3 | 40/ S L 40/ S L NONE | 100/ S L/80 50 | - 10500 NONE | 475 350 | - 330/ 94/75% | - 20 NONE | - NONE NONE | 928 - 1580 NONE | 34' 0" 22' 2" 155 Sq. Ft. | NONE | NONE IN SERVICE | - | |
| AC-41-1071 YO-55 ENG. R. RESEARCH CORP. (1) YO-170-3 | 6 | 65/ S L 65/ S L NONE | 112/ S L/ 65 45 | - 10000 NONE | 1000 650 | 300/100/81% NONE | 14 14 NONE | NONE NONE NONE | 718 - 1300 NONE | 30' 0" 20' 2" 143 Sq. Ft. | NONE | NONE IN SERVICE | - | |
| PO-41-7100 YO-57 TAYLORCRAFT (1) YO-170-3 | 7 | AS ABOVE | 92/ S L/ - - | - 11000 NONE | - - | - - | 14 14 NONE | NONE NONE NONE | 840 1250 1250 NONE | 35' 4" 22' 9" 181 Sq. Ft. | NONE | REDESIGNATED L-2 | SPEC. A-100 | |
| AC-21189 YO-58 AERONCA (1) YO-170-3 | 4 | AS ABOVE | 87/ S L/ 65 42 | - 10000 NONE | 1200 950 | 218/ 79/75% NONE | 12 12 NONE | NONE NONE NONE | 780 - 1200 NONE | 35' 0" 22' 4" 158 Sq. Ft. | NONE | REDESIGNATED L-3 | SPEC. 3966 | |
| AC-21190 YO-59 PIPER (1) YO-170-3 | 4 | AS ABOVE | 87/ S L/ 65 38 | 15.0/ 5000 5800 NONE | 737 605 | 206/ 75/76% NONE | 12 12 NONE | NONE NONE NONE | 740 1160 1160 NONE | 35' 3" 22' 5" 179 Sq. Ft. | NONE | REDESIGNATED L-4 | SPEC. 1 | |
| AC-21191 XO-60 KELLET YO-60 (1) R-915-3 | 4 | 300/3700 330/ S L NONE | 127/ S L/ - 30 | 8.0/10000 19000 NONE | 250 50 | 217/103/60% NONE | - 34 NONE | - NONE NONE | 1960 - 2640 NONE | 42' 0" 21' 5" ROTOR DISC. 1385 Sq. Ft. | NONE | (6)YP-60 SERVICE TEST (7)XO-60 | SPEC. 12022 | |
| AC-21921 XO-61 A.G.A. YO-61 (1) R-915-3 | 13 | AS ABOVE | 103/ S L/ - 29 | 14.0/10000 11000 NONE | 250 250 | 360/180/ - NONE | - 33 NONE | - NONE NONE | 2336 - 3038 NONE | 48' 0" 28' 6" 1810 Sq. Ft. | NONE | CANCELLED | SPEC. 1333 | |
| AC-21450 XO-63 INTERSTATE (1) FRANKLIN 44G- 199 | 11 | 110/ S L 110/ S L NONE | 114/ S L/110 - | 1.0/ 950 18000 NONE | - - | 650/105/ - 325/105/ - NONE | 40 20 NONE | NONE NONE NONE | 1089 1745 1625 NONE | 35' 6" 23' 5" 174 Sq. Ft. | NONE | REDESIGNATED XL-6 | SPEC. 43A | |

NOTES:
UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A. & F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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QUARTERLY CHART
AIRPLANE CHARACTERISTICS & PERFORMANCE

PAGE 22

ROTARY

DATE: 1 OCTOBER 1949

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1/2 ENGS. OUT | T. O. & LAND T. O. OVER SP. OBS. LAND OVER SP. OBS. | RANGE with FUEL with BOMBS SPEEDS % POWER | | | WEIGHTS EMPTY POUNDS DESIGN POUNDS | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CALIBERS OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|---|---|---|------------------------------|---------------------------|--|---|---|--|-------------|-------------------------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | | | | | | |
| XR-1 PLATT-LEPAGE (1) R-985-71 AC-15375 1 | 420/ S L NONE 440/ S L NONE | 110/ SL/ - 0 | 10.0/10000 16000 NONE | 0 0 | - 400/100/ - NONE | - 100 NONE | NONE | 4030 5200 NONE | 2x 31.5 Dia. ROTOR DISC. 1560 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. R-19 | |
| XR-1A PLATT LEPAGE (1) R-985-AN-1 P.O. 4609 1 | 450/ S L NONE 450/ S L NONE | 100/ SL/450 0 | 10.0/10000 16000 NONE | 0 0 | 400/ 90/ - NONE | 100 NONE | NONE | 4121 5300 NONE | AS ABOVE | NONE | * | SPEC. R-41 | |
| YR-1A PLATT LEPAGE (1) R-985-AN-1 AC-2033 7 | AS ABOVE | 120/ SL/450 0 | 10.0/12000 16000 NONE | 0 0 | 400/100/ - NONE | 100 NONE | NONE | 4066 5216 NONE | AS ABOVE | NONE | * | SPEC. S-144 | |
| XR-2 KELLETT (1) R-915-1 AC-9672 1 | | | | | SIMILAR TO THE YG-10 EXCEPT FOR ENGINE CHANGES, ROTOR DRIVE SYSTEM, AND OTHER REFINEMENTS. | | | | | | | | SPEC. XC-417-2. |
| XR-3 KELLETT (1) R-755-3 AC-9672 1 | | | | | MODIFIED YG-10 ROTOGIRO WITH FLEXIBLE PYLON MOUNT, IMPROVED ROTOR STARTER, AND A FEATHERING ROTOR SYSTEM. | | | | | | | | SPEC. XC-417-3. |
| XR-4 VOUGHT SIKORSKY (1) R-500-3 AC-15967 1 | | | | | REDESIGNATED XR-4C. | | | | | | | | SPEC. R-550-1 |
| YR-4A YR-4B SIKORSKY (1) R-550-1 AC-29005 5,5 | 180/ S L NONE 190/ S L *NONE | 75/ SL/180 0 | 45.0/8000 8000 NONE | 0 0 | 130/145/ - 65/145/ - | 30 14 14 | NONE ** 1-325 | 2026 2569 2894 | 38' 0" Dia. 35' 5" ROTOR DISC. 1130 Sq. Ft. | NONE | (3) YR-4A SERVICE TEST (5) YR-4B SERVICE TEST | SPEC. 5922A | |
| XR-4C SIKORSKY (1) R-550-1 - 1 | AS ABOVE | 83/ SL/165 0 | 16.0/ 7300 8000 NONE | 0 0 | 90/ 60/75% - | 25 14 - | - NONE | 1927 2400 - | 38' 0" Dia. 38' 3" ROTOR DISC. 1130 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 5922A | |
| XR-5 SIKORSKY (1) R-985-AN-5 OA-2514 2 | 450/ S L - 450/5000 | 93/5000/400 0 | 15.0/10000 14400 NONE | 0 0 | 372/ - / - - | - 100 - | - | 3625 4850 - | 48' 0" Dia. 41' 10" ROTOR DISC. 1660 Sq. Ft. | NONE | (2) REDESIGNATED XR-5A | SPEC. 5930 | |
| YR-5 SIKORSKY (1) R-985-AN-1 AC-36119 26 | | | | | 2 PLACE, ROTARY WING AIRCRAFT WITH 3-BLADE ROTOR AND ONE TAIL ROTOR. | | | | | | | | SERVICE TEST SPEC. 5930 |

NOTES:

* PERFORMANCE FOR XR-4 WITH 165 H.P. ENGINE AND 36 FT. DIA. ROTOR. THE XR-4C SAME AS XR-4 EXCEPT FOR ENGINE AND ROTOR CHANGE.
** BOMB LOAD CARRIED ON (26) YR-4B5

UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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QUARTERLY CHART

PAGE 23

ROTARY

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. Climb - 1-2 Eng. Out | T. O. & LAND T. O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|--|---|--|----------------|---------------------|---|--|--------------|-----------|---------------------|
| | | | | | % SPEEDS & POWER | DESIGN MILES | DESIGN GALLONS | | | | | NONE DESIGN MAXIMUM |
| XR-5A SIKORSKY (1) R-985-AN-5 | | | | | SAME AS XR-5 WITH ADDITIONAL EQUIPMENT AND MODIFICATIONS REQUESTED BY BRITISH | | | | | CURRENT | | |
| DA-2514 2 YR-5A SIKORSKY (1) R-985-AN-1 | | | | | SERVICE TEST MODEL OF XR-5A | | | | | | Spec. 406 | |
| AC-41023 26 YR-5C SIKORSKY (1) R-1340 | | | | | SIMILAR TO YR-5A EXCEPT FOR TRICYCLE LANDING GEAR; TWO TAIL ROTORS; "WASP" ENGINE; AND REDESIGNED FORWARD CABIN STRUCTURE. | | | | | SERVICE TEST | | |
| XR-6 SIKORSKY (1) O-435-7 | 225/ S L NONE | 95/ 5L/225 | 10.0/10000 | 0 | 143/100/655 | 50 20 | NONE | 1990 | 38'0" DIA. 38'3" ROTOR DISC. 1134 Sq.Ft. | NONE | CURRENT | Spec. 5923 |
| AC-35340 1 XR-6A SIKORSKY (1) O-405-9 | 225/ S L NONE | 0 | NONE | 0 | | | | 2590 | | | | |
| AC-35340 4 XR-6A SIKORSKY (1) O-405-9 | 240/ S L NONE | 105/ 5L/245 | 10.0/10000 | 0 | 430/ 80/ - 125/ 80/ - 100/ 75/ - | 70 20 20 | NONE NONE 700 | 1990 2925 2625 3325 | A S A B O V E | | CURRENT | |
| YR-6A SIKORSKY (1) O-405-9 | | | | | IDENTICAL TO XR-6A FOR SERVICE TEST: | | | | | | | |
| AC-40217 26 XR-7 SIKORSKY (1) O-405- | | | | | SAME AS THE XR-6 EXCEPT FOR ENGINE CHANGE. (DESIGNATION CANCELLED - REDESIGNATED XR-6A.) | | | | | | | |
| AC-35340 1 XR-8 KELLETT (1) O-405-9 | 240/ S L NONE | 80/ S L/245 | 13.2/10000 | 0 | 425/ - / - 195/ - / - | 74 34 | NONE NONE | 2123 3020 2780 | 2 x 36'0" DIA. 40'0" ROTOR DISC. 1164 Sq.Ft. | NONE | CURRENT | Spec. 120-23 |
| AC-40711 2 XR-8A KELLETT (1) XO-405-9 | 240/ S L NONE | 0 | NONE | 0 | | | | | | | | Spec. 120-23 |
| AC-40711 1 XR-9 G & A (1) XO-290-5 | 126/ S L NONE | 94/ 5L/126 | - | 0 | 262/ 74/ - 172/ 75/ - | 25 16 | NONE NONE | 1022 1387 1333 | 28'0" DIA. 35'0" ROTOR DISC. 615 Sq. Ft. | NONE | CURRENT | Spec. AU-744 |
| AC-1708 2 | 126/ S L NONE | 0 | 12400 | 0 | | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

PAGE 24

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS - NORMAL ALT. - MILITARY ALT. - TAKE-OFF S. L. - WAR EMERG. ALT. | SPEEDS MAX. ALT. BE- LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1/2 ENGS. OUT | T.O. & LAND T. O. OVER 50' OBS. LANDOVER 50' OBS. | RANGE with | | | WEIGHTS | | DIMENSIONS | | ARMAMENT NO. OF GUNS - CAL. - DPS. OF - AMM. PER GUN | STATUS | REFERENCE |
|--|---|------------------------------------|---|---|--|-----------------|-------------------|------------------------|--------|----------------------------------|------|---|--------------|-----------|
| | | | | | FUEL | with | BOMBS | EMPTY | DESIGN | DESIGN | SPAN | | | |
| XR-9A G & A (1) O-290-5 AC-1708 1 | | | | SAME AS XR-9 EXCEPT | THAT IT HAS A TWO-BLADE ROTOR SYSTEM INSTEAD OF THREE. | | | | 1239 | | | | | |
| XR-9B G & A (1) O-290-5 AC-12580 1 | 135/ S L - - | 92/ S L / - - - | - 10000 NONE | 0 0 | 148/ 74 / - - | - 16 - | - - | - - | 1750 | 28' 0" 26' 3" 615 Sq. Ft. | NONE | CURRENT | | |
| XR-10 (2) XR-975-15 - 2 | 525/ S L NONE 525/ S L NONE | 99/ S L / 1050 - - | 11.1 / 10000 18000 - | 0 0 | 580/ 90 / - 270/ 90 / - - | 480 180 - | NONE NONE - | 7556 13500 10300 | | 71' 0" 65' 0" 3710 Sq. Ft. | NONE | CURRENT | SPEC. 120-30 | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

44103190

DATE 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FY SERV. CEIL. CEIL. - T.O. ENG. OUT | T.O. & LAND T.O. OVER 30' OBS. LAND OVER 30' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBERS OF MM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|--|---|---------------------------------------|-------------------|----------------------|---|---|--------|--|-------------------------------------|
| | | | | | DESIGN MILES | DESIGN GALLONS | DESIGN MAXIMUM | | | | | EMPTY POUNDS DESIGN POUNDS |
| YG-1 KELLETT (1) YR-755-1 | | | | | | | | | | | XD-1 | |
| AC-7670 YG-1A KELLETT (1) YR-755-1 | | | | | | | | | | | YG-1 #1 | |
| AC-8606 YG-1B KELLETT (1) R-755-3 | NONE 225/3 L NONE | 106/3L 225 0 | 6.1/5000 12200 NONE | 585 209 | - 160/80/ - | 30 30 30 | NONE NONE NONE | 1919 2244 2244 | 40' DIA. 26' 0" 1257 Sq. Ft. (DISC AREA) | NONE | (1) CONVERTED to XD-1 (2) CONVERTED to XD-1 | 10-120-1 |
| AC-9672 YG-1C KELLETT (1) R-755-3 | NONE AS ABOVE | 0 | 5.8/5000 14400 NONE | 654 215 | - 160/80/ - | 30 30 30 | NONE NONE NONE | 1919 2240 2240 | AS ABOVE | NONE | CONVERTED to XD-1 | 8-120-1 |
| AC-9672 | | | | | | | | | | | | |

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PAGE 28

AIRPLANE CHARACTERISTICS & PERFORMANCE

TRAINING, PRIMARY

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1/2 ENGS. OUT | T.O. & LAND T.O. OVER OF OBS. LAND OVER OF OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | DIMENSIONS | ARMAMENT | STATUS | REFERENCE | | |
|---|---|-------------------------------------|---|---|---------------------------------------|------------------------------|----------------------|------------------------------|--|-----------|--|---------------------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | | | NONE DESIGN MAXIMUM | EMPTY DESIGN POUNDS |
| YPT-14 WACO (1) R-670-3 AC-12611 13 | 220/ S L NONE 220/ S L NONE | 132/ SL/220 - | 15.0/10000 15000 NONE | 875 - | 550/100/50% 400/116/75% NONE | 50 50 NONE | NONE NONE NONE | 1868 2640 2650 NONE | 30' 0" 28' 10" 23' 6" 224 Sq. Ft. | NONE | REDESIGNATED PT-14 | SPEC. 4491 |
| XPT-15 ST. LOUIS YPT-15 (1) R-760-1 P.O.-5460 AC-12610 13 | 225/ S L NONE 225/ S L NONE | 124/ SL/225 - | 19.4/10000 14500 - | 773 - | 400/100/50% 357/105/65% NONE | 41 41 NONE | NONE NONE NONE | 2058 2766 2766 NONE | 33' 10" 25' 0" 298 Sq. Ft. | NONE | XPT-15 CRASHED. YPT-15 RE- DESIGNATED ZPT-15 | EYP. 10-414 1047A |
| XPT-16 RYAN YPT-16 (1) L-365-1 P.O.-5607 AC-12652 15 | 125/ S L NONE 125/ S L NONE | 128/ SL/128 - | 15.0/ 9000 15000 - | 1000 - | 400/100/54% 360/105/64% NONE | 24 24 NONE | NONE NONE NONE | 1084 1600 1600 NONE | 36' 0" 21' 6" 124 Sq. Ft. | NONE | COMPLETED. YPT-16 RE- DESIGNATED PT-16A | SPEC. 4490 |
| XPT-23 FAIRCHILD (1) R-670-5 AC-15519 1 | 220/ S L NONE 220/ S L NONE | 131/ SL/219 - | 16.2/10000 15400 NONE | - - | 463/105/54% - | 45 45 NONE | NONE NONE NONE | 2619 2619 NONE | 35' 11" 27' 8" 200 Sq. Ft. | NONE | PROJECT | SPEC. 6315 |
| ZYPT-25 RYAN (1) O-435-1 AC-21204 5 | | | | | | | | | | | | |

LOW WING CANTILEVER MONOPLANE WITH 185 HP ENGINE. (REDESIGNATED ZYPT-25)

NOTES:
UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST RE-
PORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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PAGE 27

TRAINING, BASIC

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. -1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 OBS. LAND OVER 50 OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|-------------------------------------|--|---|---------------------------------------|-------------------|----------------------|---|--|-----------|-------------------------|--------------------------------|
| | | | | | DESIGN SPEEDS POWER | DESIGN GALLONS | DESIGN MAXIMUM | | | | | EMPTY |
| Y1BT-10 NORTH AMERICAN (1) R-1340-41 AC-9345 | 550/5000 600/ S L NONE | 198/5000/ - | 7.5/10000 25700 NONE | 1100 | 712/157/50% 636/173/61% | 104 104 | NONE NONE NONE | 3531 4785 4785 | 42' 0" 28' 2" 248 Sq. Ft. | 2-.30-200 | LIMITED STANDARD | PT-4329 CONVERTED BT-9B. |
| XBT-11 AIRCRAFT RESEARCH CORP. (1) R-985-25 AC-12714 | 450/ S L 450/ S L NONE | 169/ S L/450 56 | 10.5/10000 21000 NONE | 1180 830 | 1070/132/50% 787/143/67% | 135 135 | NONE NONE NONE | 3058 4431 4431 | 42' 0" 27' 6" 248 Sq. Ft. | NONE | PROJECT DISCONTINUED | SPEC. 12714 |
| XBT-12 FLEETWINGS (1) R-985-25 AC-12728 | AS ABOVE | 188/ S L/450 65 | 9.3/10000 22300 NONE | 1000 1000 | 1108/163/65% 838/163/65% | 136 120 | NONE NONE NONE | 3171 4515 4408 | 40' 0" 29' 2" 240 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. H-30 |
| XBT-16 VIDAL RESEARCH (1) R-985-25 AC-12714 | AS ABOVE | 168/5000/390 | 10.6/10000 18400 NONE | 1000 1000 | 560/140/ - NONE | 92 92 NONE | NONE NONE NONE | 3558 4505 4573 NONE | 42' 0" - - 239 Sq. Ft. | NONE | " | SPEC. 101 |
| XBT-17 STEARMAN (1) R-985-AN-1 AC-23157 | | | | | | | | | | | | |

LOW WING MONOPLANE WITH FIXED LANDING GEAR; WING IS OF WOODEN CANTILEVER CONSTRUCTION AND STEEL TUBE WITH FABRIC COVERING. NO ARMAMENT.

FUSELAGE OF

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AIRPLANE CHARACTERISTICS & PERFORMANCE

TRAINING, ADVANCE

DATE: 1 October 45

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL. - 1-2 ENGS. OUT | T.O. & LAND T. O. OVER 30 GRS. LAND OVER 30 GRS. | RANGE with 3 SEETS 2 POWER | | FUEL with | BOMBS | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|---|---|-------------------------------------|---|--|-------------------------------|------------------------------|---------------------------|---------------------------------|---------------------------------|-----------|---|--|--------|-----------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY | POUNDS DESIGN POUNDS | | | | | |
| Z XAT-13 FAIRCHILD (2) R-1340-AN-1 AC-18565 | 550/5000 600/S L NONE | <u>211/5100/1124</u> 72 | <u>10.4/10000</u> <u>18000</u> <u>3000</u> | 1900 1600 | - 800/185/60% | 225 225 | NONE 1000 | 8884 12401 | 521 6" 371 7" 375 Sq. Ft. | 1-.30-450 | OBsolete | SPEC. R-6312 | | |
| XAT-14 FAIRCHILD (2) V-770-1 AC-18565 | 450/12000 520/S L NONE | 205/5000/900 70 | 24000 8000 | 1900 1600 | 800/180/67% | 220 220 | NONE 1000 | 7013 10526 | 521 6" 371 7" 375 Sq. Ft. | 1-.30-450 | COMPLETED | SPEC. R-6312-A | | |
| Z XAT-14A FAIRCHILD (2) V-770-3 (MODIFIED) AC-18565 | AS ABOVE | 210/5000/900 70 | 18500 6000 | 2300 2300 | 700/175/67% | 220 220 | NONE 1000 | 9020 12411 | 531 0" 371 7" 375 Sq. Ft. | NONE | OBsolete | SPEC. R-6312B | | |
| XAT-15 STEARMAN (2) R-1340-AN-1 AC-18967 | 550/5000 NONE 600/S L NONE | 202/S L/1100 70 | 10.0/10000 18500 5000 | 2000 1700 | 850/185/- | 270 270 270 | NONE 1000 1000 | 8338 11007 12061 12061 | 59'10" 42' 0" 442 Sq. Ft. | 1-.30-500 | 1-Crashed 1-Sent to training school | SPEC. 713-1 | | |

NOTES:

* TESTED AT GROSS WEIGHT OF 12432#.

UNDERLINED PERFORMANCE IS QUOTED DIRECTLY FROM A.A.F. FLIGHT TEST REPORTS. UNDERLINED WEIGHTS HAVE BEEN SUBSTANTIATED BY ACTUAL WEIGHING.

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AIRPLANE CHARACTERISTICS & PERFORMANCE

GLIDER, CARGO

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS GLIDING, DIVING (7' ALT. SE TD) AUTO-WING TD STALLING SP5SD | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1.2 ENGS. OUT | T. O. & LAND T. O. OVER 50' OBS. LAND OVER 50' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS —CAL.—RDS. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|--|---|---|---|---------------------------|---------------------------|---|--|----------------------|--------------|-------------------------------------|
| | | | | | with SPEEDS % POWER | with DESIGN GALLONS | with DESIGN MAXIMUM | | | | | EMPTY POUNDS DESIGN POUNDS |
| XCG-1 FRANKFORT | | 120 | | | | | 1600 | 85' 0" 43' 6" 725 Sq. Ft. | NONE | PROJECT COMPLETED | CHART MX-114 | |
| AC-19381 | | 32 | | | 8 TROOPS PLUS EQUIPMENT | | 3600 | | | | | |
| XCG-2 FRANKFORT | | 120 | | | | | 2700 | 115' 0" 56' 0" 1322 Sq. Ft. | NONE | | CHART MX-114 | |
| AC-19381 | | 32 | | | 15 TROOPS PLUS EQUIPMENT | | 6500 | | | | | |
| XCG-3 WACO | | 120 | | | | | 2093 | 83' 6" 46' 4" 810 Sq. Ft. | NONE | | SPEC. 1286A | |
| AC-19629 | | 120 40 | | | 9 TROOPS PLUS EQUIPMENT | | 4400 | | | | | |
| XCG-4 WACO | | 150 | | | | | 3050 | 83' 8" 48' 8" 852 Sq. Ft. | NONE | | SPEC. 1326-A | |
| AC-19629 | | 150 44 | | | 15 TROOPS PLUS EQUIPMENT | | 6800 | | | | | |
| XCG-4B WACO | | | | | ONE CG-4A GLIDER PRODUCED BY TIMM AIRCRAFT CORPORATION EQUIPPED WITH A SPECIAL ALL-WOOD FUSELAGE. | | | | | | | SPEC. 1526-A 1025-2 |
| XCG-5 ST. LOUIS | | 120 | | | | | 2310 | 89' 2" 55' 0" 1015 Sq. Ft. | NONE | | SPEC. 126 | |
| AC-19630 | | 120 30 | | | 9 TROOPS PLUS EQUIPMENT | | 4230 | | | | | |
| XCG-7 BOWLUS | | 120 | | | | | 2870 | 65' 0" 53' 4" 696 Sq. Ft. | NONE | | SPEC. 101 | |
| AC-20234 | | 120 32 | | | 9 TROOPS PLUS EQUIPMENT | | 4800 | | | | | |
| XCG-8 BOWLUS | | 120 | | | | | 3895 | 85' 5" 61' 0" 996 Sq. Ft. | NONE | | SPEC. 100 | |
| AC-20234 | | 120 31 | | | 15 TROOPS PLUS EQUIPMENT | | 5900 | | | | | |
| XCG-9 AGA AVIATION | | | | | 30 PLACE, INCLUDING PILOT AND CO-PILOT. | | | | | | | SPEC. G-5 |
| AC-25554 | | | | | | | 7980 | | | | | |
| XCG-10 LAISTER-KAUFFMAN | | 200 | | | | | 15980 | 105' 0" 68' 6" 1180 Sq. Ft. | NONE | | SPEC. 20005 | |
| AC-27357 | | 150 50 | | | 30 TROOPS PLUS EQUIPMENT | | | | | | | |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

GLIDER, CARGO

DATE: 1 OCTOBER 1945

| MODEL & MFR. (INC.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS | | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1, 2 ENGS. OUT | T.O. & LAND T.O. OVER 20' OBS. LAND OVER 20' OBS. | RANGE with FUEL with BOMBS at WEIGHTS | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS CALIBERS OF AMM. PER GUN | STATUS | REFERENCE | |
|---|---|-----------------------------------|--------------------------------|--|---|---------------------------------------|-------|----------------------------|---|--|----------------------|-------------|--|
| | | GLIDING, DIVING BT AIRPLANE TW | MOTO-WING TW STALLING SPEED | | | with SPEEDS & POWER | EMPTY | POUNDS DESIGN POUNDS | | | | | |
| XCG-10A LAISTER KAUFFMAN | | 180 180 60 | | | | 42 TROOPS PLUS EQUIPMENT | | 13000 - 25000 | 105' 0" 67' 0" 171 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 1105 | |
| AC-27357 2 | | | | | | | | | | | | | |
| XCG-11 SNEAD & CG | | | | | | | | | | | | | |
| AC-27358 2 | | | | | | | | | | | | | |
| XCG-12 READ-YORK | | 200 185 45 | | | | 30 TROOPS PLUS EQUIPMENT | | 9349 - 17631 | 112' 0" 70' 0" 1437 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 1 | |
| AC-31730 2 | | | | | | | | | | | | | |
| XCG-13 WACO | | 200 174 65 | | | | 30 TROOPS PLUS EQUIPMENT | | 7000 - 15000 | 85' 8" 54' 4" 873 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 1381 | |
| AC-31734 2 | | | | | | | | | | | | | |
| YCG-13 & 13A FORD & NORTHWESTERN | | | | | | | | | | | | | |
| AC-28380 2 | | | | | | | | | | | | | |
| AC-40642 3 | | | | | | | | | | | | | |
| XCG-14 CHASE | | 200 170 60 | | | | 15 TROOPS PLUS EQUIPMENT | | 3237 - 7605 | 71' 10" 42' 10" 507 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. #1 | |
| AC-1206 3 | | | | | | | | | | | | | |
| XCG-15 WACO | | 150 150 57 | | | | 15 TROOPS PLUS EQUIPMENT | | 4023 - 7500 | 62' 3" 48' 10" 623 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 1535 | |
| AC-25851 1 | | | | | | | | | | | | | |
| XCG-15A WACO | | 180 180 60 | | | | 16 TROOPS PLUS EQUIPMENT | | 4023 - 8000 | AS ABOVE | NONE | PROJECT COMPLETED | SPEC. 1535A | |
| AC-1666 2 | | | | | | | | | | | | | |
| XCG-16 GENERAL AIRBORNE TRANS. CO. | | 220 220 58 | | | | 42 TROOPS PLUS EQUIPMENT | | 9500 - 19580 | 91' 10" 48' 4" 1200 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. M-100 | |
| AC-1666 2 | | | | | | | | | | | | | |
| XCG-16A GATC. | | | | | | | | | | | | | |
| AC-1666 1 | | | | | | | | | | | | | |

NOTES:

SAME AS XCG-16 EXCEPT THAT PILOT'S COMPARTMENT IS COMPLETELY REARRANGED WITH INSTALLATION OF AUTOMATIC PILOT AND COMPLETE BLIND FLYING EQUIPMENT.

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AIRPLANE CHARACTERISTICS & PERFORMANCE

GLIDER, TRAINING

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS GLIDING, DIVING STALLING SPEED FT AIRPLANE TIME AUTO-WINCH TIME | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1/2 ENGS. OUT | T. O. & LAND T. O. OVER 30' OBS. LAND OVER 30' OBS. | RANGE with FUEL with BOMBS at WEIGHTS SPEEDS & POWER | | EMPTY POUNDS DESIGN POUNDS | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|---|---|--|---|---|---|------------------------------|-------------------------------------|---|--|------------------------------|--------------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | | | | | |
| XTG-1 FRANKFORT P.O. 10293 3 | | 88 60 29 | | | | | 410 - 790 - | 46' 6" 24' 8" 195 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. 8 |
| XTG-2 SCHWEIZER P.O. 11887 3 | | 72 54 34 | | | | | 480 - 860 - | 52' 0" 25' 3" 214 Sq. Ft. | NONE | (1) CRASHED (2) COMPLETED | SPEC. 5652-8 |
| XTG-3 SCHWEIZER P.O. 4522 3 | | 100 82 34 | | | | | 660 - 1100 - | 54' 0" 26' 6" 237 Sq. Ft. | NONE | PROJECT COMPLETED | SPEC. SGS-2- 12 |
| XXTG-4 LAISTER KAUFFMAN P.O. 3715 3 | | 103 63 40 | | | | | 477 - 577 - | 50' 0" 20' 0" 166 Sq. Ft. | NONE | * | SPEC. 1000S |
| XTG-7 P.O. 2185 1 | | | | | | | | | | | |
| SINGLE PLACE, SOARING TYPE SAILPLANE BUILT IN POLAND AND EXHIBITED AT POLISH PAVILION DURING THE N.Y. WORLD'S FAIR. | | | | | | | | | | | |
| XTG-9 BRIEGLEB P.O. 20469 3 | | 72 - 32 | | | | | 235 - 425 - | 32' 3" 18' 4" 117 Sq. Ft. | NONE | * | |
| XTG-10 WICHITA P.O. 22711-P 3 | | 90 57 35 | | | | | 500 - 900 - | 51' 2" 25' 0" 204 Sq. Ft. | NONE | * | SPEC. 17-1 |
| XTG-11 MARTIN SCHEMP P.O. 2878 1 | | | | | | | | | | | |
| SINGLE PLACE, SOARING TYPE SAILPLANE DESIGNED BY WOLF HIRTH; BUILT BY MARTIN SCHEMP IN GERMANY-1937. | | | | | | | | | | | |
| XTG-12 BONLUS P.O. 17694 4 | | 100 70 39 | | | | | 675 - 1090 - | 45' 5" 24' 9" - | NONE | * | SPEC. MS-5 |
| XTG-13 BRIEGLEB P.O. 22814 3 | | 90 85 40 | | | | | 435 - 850 - | 50' 4" 189 Sq. Ft. | NONE | * | SPEC. 8000 |

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AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL ALT. MILITARY ALT. TAKE-OFF S. L. WAR EMERG. ALT. | SPEEDS (GLIDING, DIVING, or AIRPLANE TYPE) SELF POWERED STALLING SPEED | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 OBS. LAND OVER 50 OBS. | RANGE with SPEEDS % POWER | | FUEL with | | BOMBS at | | WEIGHTS | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-IBS. OF AMM. PER GUN | STATUS | REFERENCE |
|--|---|--|---|---|------------------------------|---|---------------------------|-------------------------------------|--------------|----------------------|---------|----------------------------------|---|--|-------------|-----------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | | | | | | | | |
| XPG-1 NORTHWESTERN (CG-4A) (2) FRANKLIN 6AC- 298-N3 AC-26936 | 130/ S L NONE 130/ S L NONE | 150 80 50 | 10.0/1000 - - | - - - | - - - | 300/ 80/100 | 100 - | - - | NONE - | 5800 7500 | - - | 83' 8" 48' 4" 852 Sq. Ft. | NONE | COMPLETED | SPEC. 1326A | |
| XPG-2A RIDGEFIELD (CG-4A) & FORD (2) 1-1-440-7 | 200/ S L NONE 200/ S L NONE | 150 100 50 | - - - | - - - | - - | - - | 120 - | - - | NONE - | 6731 9000 | - - | A S A B O V E | | CURRENT | AS ABOVE | |
| XPG-2B RIDGEFIELD (CG-4A) (2) R-755-9 | 225/ S L NONE 245/ S L NONE | 150 110 50 | 2.0/1000 - - | 1492 - - | - - | 194/ 80/ - | 120 80 | - - | NONE NONE | 6013 9000 9000 | - - | A S A B O V E | | CURRENT | SPEC. 1573 | |
| XPG-3 WACO (XCG-15A) (2) R-755-9 | AS ABOVE | 180 116 58 | 2.0/1000 - - | 1853 - - | - - | 395/ - / - 207/ 71/ - | 120 80 | - - | NONE NONE | 6224 9000 9000 | - - | 70' 5" 48' 10" 683 Sq. Ft. | NONE | CURRENT | SPEC. 1575 | |
| XPG-2 RIDGEFIELD (CG-4A) (2) L-440-1 AC-26597 | | | | | | SAME AS THE XPG-1 EXCEPT ENGINE CHANGE. | | | | | | | COMPLETED | SPEC. 1326-A & 1025-2 | | |

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GLIDERS, ASSAULT

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL/ALT. MILITARY/ALT. TAKE-OFF/S. L. WAR EMERG./ALT. | SPEEDS GLIDING, DIVING or AIRPLANE TOW STALLING | CLIMB TIME TO FT. SERV. CEIL. CEIL.—1.2 ENGS. OUT | T. O. & LAND T. O. OVER 20' OBS. LAND OVER 20' OBS. | RANGE with FUEL with BOMBS at WEIGHTS SPEEDS % POWER | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS —CAL.—RDS. OF AMM. PER GUN | STATUS | REFERENCE | |
|--|---|---|---|---|---|------------------------------|---------------------------|---|--|------------|-----------|-------------------------------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | | | | | EMPTY POUNDS DESIGN POUNDS |
| XAG-1 CHRISTOPHER | | 240 | | | | | | 3935 | 59'10" | 2-.50-1000 | | SPEC. 1 |
| - | | 65 / | | | EIGHT | PLACE | | 8000 | 46' 3" | 2-.30-1000 | COMPLETED | |
| AC-37433 | 2 | | | | | | | | 500 Sq. Ft. | | | |
| XAG-2 TIMM | | 240 | | | | | | 3845 | 59'10" | 2-.50-1000 | | SPEC. 248A |
| - | | 65 | | | EIGHT | PLACE | | 8500 | 45' 1" | 2-.30-1000 | COMPLETED | |
| AC-4 0068 | 2 | | | | | | | | 997 Sq. Ft. | | | |

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POWER DRIVEN
CONTROLLABLE BOMBS

AIRPLANE CHARACTERISTICS & PERFORMANCE

DATE: 1 OCTOBER 1945

| MODEL & MFR. (NO.) ENGINE (S) CONT. NO. PLANES | ENG. RATINGS NORMAL/ALT. MILITARY/ALT. TAKE-OFF/S. L. WAR EMERG./ALT. | SPEEDS MAX. ALT. H.P. LANDING | CLIMB TIME TO FT. SERV. CEIL. CEIL.-1/2 ENGS. OUT | T. O. & LAND T. O. OVER 50 OBS. LAND OVER 50 OBS. | RANGE with FUEL with BOMBS at WEIGHTS @ SPEEDS % POWER | | | | DIMENSIONS SPAN LENGTH WING AREA | ARMAMENT NO. OF GUNS -CAL.-RDS. OF AMM. PER GUN | STATUS | REFERENCE |
|--|---|-------------------------------------|---|---|--|------------------------------|---------------------------|-------------------------------------|---|--|----------------------|----------------|
| | | | | | MAXIMUM DESIGN MILES | MAXIMUM DESIGN GALLONS | NONE DESIGN MAXIMUM | EMPTY POUNDS DESIGN POUNDS | | | | |
| XBQ-1 FLEETWINGS (2) XG-405-7 AC-29834 1 | 225/17000 - 250/ S L | 222/17000/450 77 | 23.1/17000 29500 24000 | 3480 | (USED IN BOMB CONDITION) 1706/170/ - - - 2000 7813 | | | | 45' 2" 28' 10" 203 Sq. Ft. | NONE | CRASHED | SPEC. H-56 |
| XRQ-1 FLEETWING (2) XG-405-7 AC-29834 1 | AS ABOVE 77 | 209/17000/450 77 | 18.3/17000 29500 24000 | 1670 | (USED IN FERRY CONDITION) - - - - 6225 | | | | AS ABOVE | NONE | " | AS ABOVE |
| ZXBQ-2A FLEETWINGS (2) R-680-13 AC-29834 1 | 280/ S L 295/ S L | 179/ S L / - - | 12.9/10000 16300 | 2850 | (USED IN BOMB CONDITION) 1655/188/ - 226 2000 7606 | | | | 48' 7" 28' 0" 236 Sq. Ft. | NONE | OBsolete | SPEC. H-57 |
| ZXBQ-2A FLEETWINGS (2) R-680-18 AC-29834 1 | AS ABOVE 74 | 179/ S L / - - | 14.0/10000 16600 | 2295 | (USED IN FERRY CONDITION) 2955/ - / - 418 418 NONE NONE NONE 8062 8062 NONE | | | | AS ABOVE | NONE | " | AS ABOVE |
| XBQ-3 FAIRCHILD (2) V-770-15 AC-32134 2 | 450/ S L 450/12000 520/ S L | 220/12000/900 96 | - 14000 | 4200 | (USED IN BOMB CONDITION) 1500/203/75% 500 500 4000 4000 7686 | | | | 52' 9" 36' 2" 376 Sq. Ft. | NONE | CURRENT | SPEC. 79000-D. |
| XBQ-3 FAIRCHILD (2) V-770-15 AC-32134 2 | AS ABOVE | 220/12000/900 92 | - 16000 | 3500 | (USED IN FERRY CONDITION) 2900/197/75% 800 800 NONE NONE NONE 14203 NONE | | | | AS ABOVE | NONE | " | SPEC. 79000-C |
| XBQ-4 INTERSTATE (2) XG-435-2 NAVY 2 | 220/ S L 220/ S L | 162/ S L /440 66 | 10.5/ 5000 10000 | CATAPULT | (USED IN BOMB CONDITION) - 100 2000 6314 425/172/100% 100 2000 6314 - 100 2000 6314 | | | | 48' 0" 35' 8" 371 Sq. Ft. | NONE | PROJECT COMPLETED | NAVY SD-315 |
| XBQ-4 INTERSTATE (2) XG-435-2 NAVY 2 | AS ABOVE | 152/ S L /440 58 | 7.0/ 5000 13000 | 950 * | (USED IN FERRY CONDITION) - 100 NONE 4763 375/152/100% 100 NONE 4763 - - NONE NONE | | | | AS ABOVE | NONE | " | AS ABOVE |
| XBQ-5 INTERSTATE (2) XG-805-2 NAVY 2 | 450/ S L 450/ S L | 227/ S L /900 82 | 7.0/ 5000 13500 | 1165 * | (USED IN BOMB CONDITION) - 350 2000 10268 1070/227/100% 350 2000 10268 - 350 2000 10268 | | | | 48' 0" 35' 8" 371 Sq. Ft. | NONE | NONE PROCIRED | NAVY SD-326 |
| XBQ-5 INTERSTATE (2) XG-805-2 NAVY 2 | AS ABOVE | 185/ S L /900 81 | 9.0/ 5000 11000 | 1180 * | (USED IN FERRY CONDITION) - 480 NONE 9797 1180/185/100% 480 NONE 9797 - - NONE 9797 | | | | AS ABOVE | NONE | " | AS ABOVE |

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