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# TACTICAL PLANNING

## *Characteristics & Performance Chart*

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PUBLISHED BY AUTHORITY OF THE COMMANDING GENERAL  
ARMY AIR FORCES, AIR TECHNICAL SERVICE COMMAND,  
WRIGHT FIELD, DAYTON, OHIO

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BOMB

CAR

FIGHT

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**BOMBERS**

**CARGO**

**FIGHTERS**

**GLIDERS**

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## FOREWORD

This chart is a supplement to the Semi-Annual Chart of Engineering Characteristics and Performance, EE-306-1, "Production". This issue covers typical models now in theater operation and is kept up to date as new models are received by the A.A.F.

All data includes service allowances based on theater experience. Individual airplanes may vary appreciably due to age and service changes. Data printed in red are preliminary and subject to revision after flight check. Data printed in black have been derived from information obtained in flight but are not actual flight test results. For detailed planning see Technical Orders listed as references.

## WARNING

*THESE CHARTS CONTAIN CONSERVATIVE AVERAGES FOR TACTICAL PLANNING AND ARE NOT SUITABLE FOR AERODYNAMIC ANALYSIS.*

Performance is based on the requirements of Army-Navy Aeronautical specification AN-H-8a; "Handbooks, Pilot's Flight Operating Instructions" which sets forth specific allowances for practical service operation. Take off and landing distances are 125% of optimum at 3000 ft. on hard surface, no wind, standard temperature. Weights are "Basic" weight plus crew, oil, full ammunition, fuel and bombs, cargo, passengers or troops as applicable. For bombers and cargo, "War Maximum" weights are based on limiting applied positive maneuver factor of 2.00G unless otherwise specified. Time to climb is minimum within published engine limits. Range and endurance are based on the following assumptions:

- (a) Allowance for warm up, taxi, run up, take off, and landing, (equal to ten minutes at rated power).
- (b) Allowances for fuel consumed in climb. Distance and time to climb are included in range and endurance.
- (c) Allowance for carrying bombs and droppable tanks entire flight.
- (d) Allowance for 10% net ideal range and endurance for miscellaneous differences in airplanes, equipment, pilot technique, atmospheric conditions other than wind, unusable fuel, weight, and similar variables. (For example, range varies day and night due to fuel expansion prior to take off.)

THIS REPORT SUPERSEDES PREVIOUS EE-393 PUBLICATIONS; SUPERSEDED PUBLICATIONS, IF NO LONGER OFFICIALLY REQUIRED, WILL BE DESTROYED IN THE MANNER PRESCRIBED IN A.R.380-5.

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## DEFINITIONS

| CHARACTERISTICS      |   | PERFORMANCE  |
|----------------------|---|--|
| <b>SUPERCHARGER:</b> | "TURBO" indicates exhaust driven turbine with single speed integral diffuser.   | <b>BOMBS:</b><br><b>CARGO:</b><br>Max. load:   |
| <b>BHP/ALT:</b>      | Brake horsepower per engine at critical altitude with ram.  | Maximum rack capacity for standard sizes. Cargo, passenger or troop capacities. One size only on each bomb rack (in some cases a reduction in fuel load is required) Practical total cargo based on gross weight. Values are at least 125% of optimum. |
| <b>T:</b>            | Maximum power for take off.   | <b>TAKE OFF &amp; LANDING:</b><br>(At 3000' runway alt.)<br>Gross weight:<br>(To clear 50')  |
| <b>M:</b>            | Military power for combat at altitude shown, (usually limited to 15 min. duration)  | Arbitrary values for reference only. Distances representative of minimum airport requirements.   |
| <b>WE:</b>           | War emergency power for combat at altitude shown, (limited to 5 min. duration only)   | <b>Ground run:</b><br><b>Landing speed:</b>  |
| <b>C:</b>            | Maximum power for continuous operation.   | Distances representative of minimum runway requirements. Practical minimum for average pilot.  |
| <b>Note:</b>         | Maximum cruise power is the maximum power for unlimited operation with lean mixture.  | <b>HIGH SPEED &amp; CLIMB:</b><br>Military power:<br>War emergency power:  |
| <b>SIZE:</b>         | Approximate dimensions for storage planning.  | Values are for clean new airplanes. For limited periods of combat operation. (Performance with War Emergency ratings are shown when applicable).   |
| <b>Length:</b>       | Does not include protruding guns.   | <b>Time of climb:</b>  |
| <b>Height:</b>       | Maximum in three point position.  | Minimum time to climb from sea level based on military power climb for allowable time and maximum continuous power climb from then on.   |
| <b>Wing area:</b>    | Standard aerodynamic surface area.  | <b>RANGE &amp; ENDURANCE:</b><br>Take off weight:<br>Bombs, etc:   |
| <b>Tread:</b>        | Center to center main wheels: (outboard if dual).   | See discussion in "FOREWORD", page 2. Brief list of typical gross weights. Typical loadings combined with various tank capacities. No consideration is given to loadings requiring partially filled tanks.   |
| <b>WEIGHTS:</b>      | Approximate averages for planning purposes.   | <b>Note:</b>   |
| <b>B:</b>            | Basic weight includes weight empty, trapped fuel and oil, equipment, armament, etc. but does not include disposable fuel, oil, droppable tanks, ammunition, bombs, cargo, nor crew. | Take off weights with corresponding load and fuel quantity applies to all values to the right on the same line.  |
| <b>C:</b>            | Combat weight is based on latest confirmed information from theaters and usually includes full built-in fuel, full ammunition, and an arbitrary bomb or cargo load.                 | <b>Max. cont. power:</b>   |
| <b>W:</b>            | War maximum weight for special missions, limited by structural considerations, based on a positive maneuver factor of 2.0 unless otherwise noted.                                   | High speed cruising with rich mixture. (For emergency cruising only)   |
| <b>FUEL:</b>         | Standard fuel tankage and capacities.   | <b>Max. cruise power:</b>  |
| <b>ARMAMENT:</b>     | Resume' of information in the "ARMAMENT & BOMB INSTALLATIONS" (Chart EE-306A)   | Maximum continuous operation with lean mixture setting.  |
| <b>RADIO</b>         | Resume' of typical models installed.  | <b>Long range:</b>   |
|                      |   | Practical maximum range for planning purposes under all conditions set forth.  |

RED PRINT: Preliminary estimates or calculated data.

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BOEING (SEATTLE) "BO"

| MODEL & BLOCK NO.                     | ARMAMENT                         |   |  | BOMBS  |                                      |                   | FUEL<br>U.S. GAL.<br>(MAXIMUM)          |
|---------------------------------------|----------------------------------|---|--|--|--------------------------------------|-------------------|---|
|                                       | NO GUNS & CALIBER                | RDS. PER. GUN   | LOCATION & TYPE  | INTERNAL NO & SIZE   | EXTERNAL NO & SIZE                   | MAX. LOAD LB.     |   |
| B-17F-BO<br>(-1 thru -27)             | 1-.30<br>2-.50<br>2-.50<br>2-.50 | 500 a<br>300<br>400<br>500<br>565                       | NOSE...FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                                   | 2-2000<br>6-1600<br>6-1000<br>12- 500<br>16- 250<br>24- 100              | NONE                                 | 9600              | 2550                                    |
| B-17F-BO<br>(-30 thru -50)            | NONE<br>1)<br>2)<br>2)<br>2)     | NONE<br>300 b<br>300<br>400<br>500<br>565               | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                 | 2-2000<br>6-1600<br>6-1000<br>12- 500<br>16- 250<br>24- 100              | 2-4000<br>2-2000<br>2-1600<br>2-1000 | 6-1600<br>2-4000x | AS ABOVE<br>17600                       |
| B-17F-BO<br>-55 thru<br>1st.30(-85)   | 2)<br>1)<br>2)<br>2)<br>2)       | 300<br>300<br>400<br>500<br>565                         | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                 | A S  | A B O V E                            |                   | 2550<br>(-55 thru<br>3630<br>-80 & SUB. |
| B-17F-BO<br>Last 70(-85)<br>thru -130 | 3)<br>1)<br>2)<br>2)<br>2)       | 300<br>300<br>400<br>500<br>565                         | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                 | AS ABOVE EXCEPT THAT<br>EXTERNAL BOMB RACKS<br>DELETED AFTER 15th. (-95) |                                      |                   | 3630                                    |
| B-17G-BO<br>(-1 thru -110)            | 2)<br>1)<br>2)<br>2)<br>2)       | tot 610<br>365<br>300 c<br>600 d<br>400<br>500<br>565 e | CHEEK...FLEX.<br>CHIN TURRET<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT. | 2-2000<br>6-1600<br>6-1000<br>12- 500<br>16- 250<br>24- 100              | MOUNT LUGS<br>& CONTROLS<br>RETAINED | 9600              | AS ABOVE                                |

NOTES: a NOSE GUN DELETED LAST 35(-27). b RADIO COMPART. GUN ADDED AFTER 16th(-30). c CHEYENNE TAIL MOUNT ON LAST 20(-90). d EARLY MODELS CARRY 300 RDS./GUN. e CHEYENNE TAIL MOUNT ON LAST 20(-90) AND SUBSEQUENT. x EXTERNAL.

DOUGLAS (LONG BEACH) "DL"

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| MODEL & BLOCK NO.                    | ARMAMENT                         |   |  | BOMBS   |   |               | FUEL<br>U.S. GAL.<br>(MAXIMUM) |
|--------------------------------------|----------------------------------|---|--|---|---|---------------|--------------------------------|
|                                      | NO GUNS & CALIBER                | RDS. PER. GUN   | LOCATION & TYPE  | INTERNAL NO & SIZE  | EXTERNAL NO & SIZE                              | MAX. LOAD LB. |                                |
| B-17F-DL<br>-1 thru<br>1st.13(-10)   | 1-.30<br>2-.50<br>2-.50<br>2-.50 | 500 a<br>300<br>400<br>500<br>565                       | NOSE...FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                                   | 2-2000<br>6-1600<br>6-1000<br>12- 500<br>16- 250<br>24- 100   | NONE  | 9600          | 2550                           |
| B-17F-DL<br>Last 12(-10)<br>thru -20 | 2)<br>1)<br>2)<br>2)<br>2)       | 300<br>300<br>300<br>400<br>500<br>565                  | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                 | AS ABOVE  | PROV. FOR<br>EXTERNAL<br>RACKS ON<br>-20 & SUB. | AS ABOVE      | AS ABOVE                       |
| B-17F-DL<br>-25 thru<br>1st.21(-35)  | A S                              | A B O V E   | AS ABOVE   | AS ABOVE  | PROV. FOR<br>EXTERNAL<br>RACKS                  | AS ABOVE      | 3630                           |
| B-17F-DL<br>Last 19(-35)<br>thru -65 | 3)<br>1)<br>2)<br>2)<br>2)<br>2) | 300<br>300<br>300<br>400<br>500<br>565                  | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                 | A S   | A B O V E                                       |               | AS ABOVE                       |
| B-17G-DL<br>(-1 thru -85)            | 2)<br>1)<br>2)<br>2)<br>2)       | tot 610<br>365<br>300 c<br>600 d<br>400<br>500<br>565 e | CHEEK...FLEX.<br>CHIN TURRET<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT. | AS ABOVE EXCEPT ONLY MOUNT-<br>ING LUGS & CONTROLS RETAINED<br>FOR EXTERNAL BOMB RACKS ON<br>(-50) & SUBSEQUENT MODELS. |   |               | AS ABOVE                       |

NOTES: a NO NOSE GUN ON 1st.13(-10). b NOT CARRIED ON -1 & -5. c CHEYENNE TAIL MOUNT ON (-50) & SUBSQ. d EARLY MODELS CARRY 300 RDS./GUN. e RADIO COMPART. GUN DELETED (-75) & SUBSQ. x EXTERNAL.

VEGA (BURBANK) "VE"

| MODEL & BLOCK NO.          | ARMAMENT                         |   |   | BOMBS   |   |                            | FUEL<br>U.S. GAL.<br>(MAXIMUM)           |
|----------------------------|----------------------------------|---|---|---|---|----------------------------|--|
|                            | NO GUNS & CALIBER                | RDS. PER. GUN   | LOCATION & TYPE   | INTERNAL NO & SIZE  | EXTERNAL NO & SIZE                              | MAX. LOAD LB.              |  |
| B-17F-VE<br>(-1 thru -10)  | 1-.30 CAL. (300 RDS.)            | NOSE GUN  | IN 1st. 12 AIRPLANES. NOSE GUN<br>DELETED ON NEXT 28 THRU (-10).<br>NO RADIO COMPARTMENT GUN UNTIL<br>LAST 14(-15). OTHER ARMAMENT<br>AS B-17F. | 2-2000<br>6-1600<br>6-1000<br>12- 500<br>16- 250<br>24- 100   | NONE  | 9600                       | 2550                                     |
| B-17F-VE<br>(-15 & -20)    | 2)<br>1)<br>2)<br>2)<br>2)       | 300<br>300<br>300<br>400<br>500<br>565                  | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.  | AS ABOVE  | EXTERNAL<br>RACKS ON<br>Last 31<br>(-20) & SUB. | AS ABOVE                   | AS ABOVE                                 |
| B-17F-VE<br>(-25 & -30)    | A S                              | A B O V E   | AS ABOVE  | AS ABOVE  | b<br>2-4000<br>2-2000<br>2-1600<br>2-1000       | 6-1600<br>2-4000x<br>17600 | 2550<br>(B-17F-25)<br>3630<br>(B-17F-30) |
| B-17F-VE<br>(-35 thru -50) | 3)<br>1)<br>2)<br>2)<br>2)<br>2) | 300<br>300<br>300<br>400<br>500<br>565                  | NOSE...FLEX.<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.  | AS ABOVE EXCEPT ONLY MOUNT-<br>ING LUGS & CONTROLS RETAINED<br>FOR EXTERNAL BOMB RACKS ON<br>(-35) & SUBSEQUENT MODELS. |   |                            | 3630                                     |
| B-17G-VE<br>(-1 thru -110) | 2)<br>1)<br>2)<br>2)<br>2)       | tot 610<br>365<br>300 e<br>600 d<br>400<br>500<br>565 c | CHEEK...FLEX.<br>CHIN TURRET<br>RADIO COMPART.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL...FLEX.MT.                            | A S   | A B O V E                                       |                            |  |

NOTES: a NOT ON (-1) & (-5). b EXTERNAL RACKS DELETED LAST 14(-30); LUGS & CONTROLS RETAINED. c CHEYENNE TAIL MOUNT ON LAST 20(-90) AND SUBSEQUENT. d EARLY MODELS CARRY 300 RDS./GUN. e RADIO GUN STORED (-35) THRU 1st.16(-35); RADIO GUN DELETED LAST 24(-35) & SUBSQ. x EXTERNAL.

GENERAL NOTE:  
THE 6x1600 LB. ARMOR PIERCING BOMBS  
MAY BE CARRIED, BUT BOMB RAIL LOAD  
FACTORS AND CLEARANCES ARE REDUCED  
AND MANEUVERING OF AIRPLANE MUST BE  
LIMITED ACCORDINGLY.

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CONSOLIDATED (SAN DIEGO) "CO"

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| MODEL<br>&<br>BLOCK-NO.   | ARMAMENT                   |  |  | BOMBS   |           |                     | FUEL<br>U.S. GAL.<br>(MAXIMUM)             |
|---|----------------------------|--|--|---|-----------|---------------------|--|
|   | NO GUNS<br>&<br>CALIBER    | RDS<br>PER<br>GUN                            | LOCATION<br>&<br>TYPE  | INTERNAL  | EXTERNAL  | MAX.<br>LOAD<br>LB. |  |
|   |                            |  |  | NO & SIZE   | NO & SIZE |                     |  |
| B-24D-CO<br>D thru<br>1st. 94(-15)  | 1)<br>2)<br>2)             | 200<br>400<br>600                            | NOSE.....FLEX.<br>UPPER TURRET<br>TAIL TURRET                                      | 4-2000<br>8-1000<br>12- 500<br>12- 250<br>20- 100           | NONE      | 8000                | 2364                                       |
| B-24D-CO<br>Last 36(-15)<br>thru -20  | 1)<br>2)<br>1)<br>2)       | 200<br>400<br>100<br>600                     | NOSE.....FLEX.<br>UPPER TURRET<br>TUNNEL...FLEX.<br>TAIL TURRET                    | A S   | A B O V E |                     | 2364<br>Last 36(-15)<br>3614<br>-20 & sub. |
| B-24D-CO<br>-25 thru<br>1st. 26(-14)  | 3)<br>2)<br>1)<br>2)       | 100<br>250<br>400<br>600                     | NOSE.....FLEX.<br>SIDE WAIST..FL.<br>UPPER TURRET<br>TUNNEL...FLEX.<br>TAIL TURRET | 4-2000<br>8-1600<br>8-1000<br>12- 500<br>12- 250<br>20- 100 | NONE      | 12800               | 3614                                       |
| B-24D-CO<br>Last 9(-14)<br>thru -17   | 3)<br>2)<br>2)<br>2)       | 100<br>250<br>400<br>600                     | NOSE.....FLEX.<br>SIDE WAIST..FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET  | A S   | A B O V E |                     | AS ABOVE                                   |
| B-24J-CO<br>(-1 thru -21)<br>B-24J-CO<br>(-1 thru -20)<br>B-24M-CO<br>(-1 thru -20) | 2)<br>2)<br>2)<br>2)<br>2) | 500<br>250 <sup>b</sup><br>400<br>508<br>600 | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>See "c"          | A S   | A B O V E |                     | AS ABOVE                                   |

NOTES: a B-24J's HAVE TAIL TURRET; B-24L's HAVE HAND HELD GUNS IN TAIL &  
 b NOT ON B-24D-25 B-24M's HAVE LIGHT WEIGHT TAIL TURRET.  
 c B-24M INCREASE TO 500 RDS/GUN ON -210.

CONSOLIDATED (FT. WORTH) "CP"

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| MODEL<br>&<br>BLOCK-NO.                                 | ARMAMENT                   |  |   | BOMBS   |                   |                     | FUEL<br>U.S. GAL.<br>(MAXIMUM) |
|---|----------------------------|--|---|---|-------------------|---------------------|--------------------------------|
|   | NO GUNS<br>&<br>CALIBER    | RDS<br>PER<br>GUN                            | LOCATION<br>&<br>TYPE   | INTERNAL  | EXTERNAL          | MAX.<br>LOAD<br>LB. |                                |
|   |                            |  |   | NO & SIZE   | NO & SIZE         |                     |                                |
| B-24D-CF<br>(-1 & -5)                                   | 3)<br>2)<br>2)<br>1)<br>2) | 100<br>250<br>400<br>100<br>600              | NOSE.....FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>TUNNEL...FLEX.<br>TAIL TURRET | 4-2000<br>8-1000<br>12- 500<br>12- 250<br>20- 100           | NONE              | 8000                | 3614                           |
| B-24D-CF<br>(-10 thru -20)                              | A S                        | A B O V E                                    |   | 4-2000<br>8-1600<br>8-1000<br>12- 500<br>12- 250<br>20- 100 | NONE              | 12800               | AS ABOVE                       |
| B-24J-CF<br>(-1 thru -105)<br>B-24H-CF<br>(-1 thru -15) | 2)<br>2)<br>2)<br>2)       | 600<br>250<br>400<br>508<br>600              | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>UPPER TURRET<br>TAIL TURRET      | A S   | A B O V E (SEE a) |                     | AS ABOVE                       |
| B-24H-CF<br>(-20 thru -30)                              | 2)<br>2)<br>2)<br>2)<br>2) | 600<br>500 <sup>b</sup><br>400<br>508<br>600 | NOSE TURRET<br>S. WAIST-46 MT.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET    | A S   | A B O V E         |                     | AS ABOVE                       |
| B-24J-CF<br>(-101)                                      | A                          | S  | A   | B   | O                 | V                   | E                              |

NOTES: a B-24H-CF AIRPLANES RECEIVE NEW B-24J DESIGNATIONS,  
 WHEN C-1 AUTOMATIC PILOT & M-9 BOMB SIGHT REPLACE  
 A-5 AUTOMATIC PILOT & S-1 BOMB SIGHT.  
 b B-24H-20 HAS PROVISIONS FOR ONLY 250 RDS. PER GUN AT SIDE WAIST POSITION.

DOUGLAS (TULSA) "DT" and

FORD (WILLOW RUN) "FO"

| MODEL<br>&<br>BLOCK-NO.                                | ARMAMENT                |  |   | BOMBS   |           |                     | FUEL<br>U.S. GAL.<br>(MAXIMUM) |
|--|-------------------------|--|---|---|-----------|---------------------|--------------------------------|
|  | NO GUNS<br>&<br>CALIBER | RDS<br>PER<br>GUN                            | LOCATION<br>&<br>TYPE   | INTERNAL  | EXTERNAL  | MAX.<br>LOAD<br>LB. |                                |
|  |                         |  |   | NO & SIZE   | NO & SIZE |                     |                                |
| B-24E-DT<br>(-1 thru -15)<br>(DOUGLAS)                 | 2)<br>2)<br>2)<br>2)    | 600<br>250<br>400<br>508<br>600              | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET     | 4-2000<br>8-1600<br>8-1000<br>12- 500<br>12- 250<br>20- 100 | NONE      | 12800               | 3614                           |
| B-24H-FO<br>(-1 thru -15)<br>(FORD)                    | A S                     | A B O V E                                    |   | A S   | A B O V E |                     | AS ABOVE                       |
| B-24E-DT & FO<br>(-20 thru -30)                        | 2)<br>2)<br>2)<br>2)    | 600<br>500 <sup>b</sup><br>400<br>508<br>600 | NOSE TURRET<br>S. WAIST-46 MT.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET    | A S   | A B O V E |                     | AS ABOVE                       |
| B-24J-FO<br>(-1 thru -20)<br>B-24J-DT<br>(-1 thru -10) | A                       | S  | A   | B   | O         | V                   | E                              |
| B-24L-FO<br>(-1 thru -20)<br>B-24M-FO<br>(-1 thru -15) | 2)<br>2)<br>2)<br>2)    | 600<br>500<br>400<br>508<br>600              | NOSE TURRET<br>S. WAIST-46 MT.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL-HAND HELD | SAME AS LISTED AT TOP OF CHART                              |           |                     |                                |

NOTES: a B-10 SHACKLES FOR 8-1600 LB. BOMBS STARTS ON 2101st. FORD KNOCK-DOWN SET.  
 b B-24M-20 HAS PROVISIONS FOR ONLY 250 RDS/GUN.

NORTH AMERICAN (DALLAS) "NT"

| MODEL<br>&<br>BLOCK-NO.    | ARMAMENT                   |                                      |  | BOMBS   |           |                     | FUEL<br>U.S. GAL.<br>(MAXIMUM) |
|----------------------------|----------------------------|--------------------------------------|--|---|-----------|---------------------|--------------------------------|
|                            | NO GUNS<br>&<br>CALIBER    | RDS<br>PER<br>GUN                    | LOCATION<br>&<br>TYPE  | INTERNAL  | EXTERNAL  | MAX.<br>LOAD<br>LB. |                                |
|                            |                            |                                      |  | NO & SIZE   | NO & SIZE |                     |                                |
| B-24E-NT<br>(-1 thru -15)  | 3)<br>2)<br>2)<br>2)<br>2) | 230 TOT.<br>250<br>400<br>508<br>600 | NOSE.....FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET | 4-2000<br>8-1000<br>12- 500<br>12- 250<br>20- 100           | NONE      | 8000                | 3614                           |
| B-24J-NT<br>(-1 thru -5)   | 2)<br>2)<br>2)<br>2)       | 600<br>250<br>400<br>508<br>600      | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TRR.<br>TAIL TURRET    | A S   | A B O V E |                     | AS ABOVE                       |
| B-24J-NT<br>(-10 thru -15) | A S                        | A B O V E                            |  | 4-2000<br>8-1600<br>8-1000<br>12- 500<br>12- 250<br>20- 100 | NONE      | 12800               | AS ABOVE                       |
| B-24J-NT<br>(-1 & -5)      | A                          | S                                    | A  | B   | O         | V                   | E                              |

NOTES: a LOWER BALL TURRET ON 5th. & SUBSEQUENT; NO TUNNEL GUN ON 1st. 4. ARTICLES.

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |   |   |  |  |             |                                       |   |                            |                                 |  |   |  |                     |  |   |  | PAGE 9<br>AS OF:<br>23 FEB. 1945 |
|---|---|---|--|--|-------------|---------------------------------------|---|----------------------------|---------------------------------|--|---|--|---------------------|--|---|--|----------------------------------|
| MODEL<br>&<br>BLOCK NO.                               | ENGINE & PROP.  |   | SIZE   | WT.  | COMBAT CREW | FUEL                                  |   | ARMAMENT                   |                                 |  | BOMBS-CARGO-PASS.   |  | RADIO               | REMARKS & REFERENCE  |   |  |                                  |
|   | ENGINE MFR. MODEL<br>SUPERCHARGER<br>PROP. MFR. TYPE  | B.H.P./ALT.<br>T-TAKE-OFF<br>M-MILITARY<br>C-CONTINUOUS | S-SPAN<br>L-LENGTH<br>H-HEIGHT<br>T-TREAD<br>W-WING AREA     | B-BASIC<br>C-COMBAT<br>A-REC'D LHM<br>W-WAR MAIL |             | TANK<br>TYPE<br>OR<br>LOCATION        | NO. TANKS<br>&<br>CAPACITY<br>U.S. GAL.   | NO. GUNS<br>&<br>CALIBER   | RDS.<br>PER<br>GUN              | LOCATION<br>&<br>TYPE  | INTERNAL<br>NO. & SIZE<br>OR<br>STATION                     | EXTERNAL<br>NO. & SIZE<br>OR<br>CAPACITY | MAX.<br>LOAD<br>LB. | TYPE   | FOR DETAILED ARMAMENT AND BOMB INSTALLATIONS SEE PAGE OPPOSITE. |  |                                  |
| B-24D<br>(WITH BOMB<br>BAY TANKS)                     | PRATT-WHITENEY<br>R-1830-43<br>TURBO<br>HAMILTON STD.<br>11'7"DIA. - 3BL.<br>P.F.P. HYDROMATIC  | T 1200/31<br>M 1200/26500<br>C 1100/27000               | S 110'0"<br>L 66'4"<br>H 18'0"<br>T 25'8"<br>W 104.8 SQ. FT. | B 35000<br>C 56000<br>A 56000<br>W 67500B        | 10          | MAIN - WINGS<br>BOMB BAY              | 12-2364<br>2x 400<br>3164, TOT.           | 3)<br>2)<br>2)<br>1)<br>2) | 100<br>250<br>400<br>100<br>600 | NOSE - FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>TURREL - FLEX.<br>TAIL TURRET  | 4-2000<br>6-1600<br>6-1000<br>12- 500<br>12- 250<br>20- 100 | NONE                                     | 12800               | SEE NOTE<br>"A"  | TECHNICAL ORDER 01-52C-1 (25 DEC. 1944, REV.)                   |  |                                  |
| B-24D<br>(WITH WING<br>TIP TANKS)                     | AS ABOVE EXCEPT<br>R-1830-65 ENGINE<br>ON B-24D-20-CF<br>& B-24D-135-CO<br>TREQ - 170-00.       | AS ABOVE  | AS ABOVE   | B 37000<br>C 56000<br>A 56000<br>W 71200B        | 10          | MAIN - WINGS<br>WING TIPS<br>BOMB BAY | 12-2364<br>2x 225<br>2x 400<br>3614, TOT. | 3)<br>2)<br>2)<br>2)       | 100<br>250<br>400<br>508<br>600 | NOSE - FLEX.<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TURRET<br>TAIL TURRET | A S   | A B O V E                                | AS ABOVE            | A S A B O V E  |   |  |                                  |
| B-24G,H&J   | PRATT-WHITENEY<br>R-1830-65*<br>TURBO<br>HAMILTON STD.<br>11'7"DIA. - 3BL.<br>P.F.P. HYDROMATIC | AS ABOVE<br>SEE "b"                                     | S 110'0"<br>L 67'2"<br>H 18'0"<br>T 25'8"<br>W 104.8 SQ. FT. | B 38000<br>C 56000<br>R 56000<br>W 71200B        | 10          | AS ABOVE                              | AS ABOVE                                  | 2)<br>2)<br>2)<br>2)       | 600<br>250<br>400<br>508<br>600 | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TURRET<br>TAIL TURRET  | A S   | A B O V E                                | AS ABOVE            | TECHNICAL ORDER 01-52E-1 (30 NOV. 1944)<br>* ENGINE IS R-1830-43 ON B-24G & G-1-5118-24E-1 & (152)B-5-CF; B-24M-1 & -5-PO; ALL B-24L BY DT.<br>b LATEST AIRCRAFT HAVE NEW TURBO SUPERCHARGER TYPE (B-22) GIVING CRIT. ALTITUDE SAME AS SHOWN FOR B-24L & M.<br>c FEW EXTERNAL BOMB BAYS BEING INSTALLED AT MOD. CENTERS. |   |  |                                  |
| B-24L & M   | PRATT-WHITENEY<br>R-1830-65<br>TURBO<br>HAMILTON STD.<br>11'7"DIA. - 3BL.<br>P.F.P. HYDROMATIC  | T 1200/31<br>M 1200/31800<br>C 1100/31500               | AS ABOVE   | B 37500<br>C 56000<br>W 71100B                   | 10          | AS ABOVE                              | AS ABOVE                                  | 2)<br>2)<br>2)<br>2)       | 600<br>500<br>400<br>508<br>600 | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL TURRET<br>See note "a" | A S   | A B O V E                                | AS ABOVE            | REVISION TO REFERENCE ABOVE NOW BEING PRINTED.<br>* B-24L SERIES HAS HAND HELD FLEX. GUNS IN THE TAIL;<br>B-24M SERIES HAS LIGHT WEIGHT TURRET IN TAIL.  |   |  |                                  |
| B-24N   | PRATT-WHITENEY<br>R-1830-75<br>TURBO<br>HAMILTON STD.<br>11'7"DIA. - 3BL.<br>P.F.P. HYDROMATIC  | T 1350/31<br>M 1350/30000<br>C 1100/31000               | S 110'0"<br>L 67'2"<br>H 26'9"<br>T 25'8"<br>W 104.8 SQ. FT. | B 38500<br>C 56000<br>W 71100B                   | 10          | AS ABOVE                              | AS ABOVE                                  | 2)<br>2)<br>2)<br>2)       | 740<br>500<br>400<br>508<br>585 | NOSE TURRET<br>SIDE WAIST-FL.<br>UPPER TURRET<br>LOW BALL THR.<br>TAIL TURRET    | A S   | A B O V E                                | AS ABOVE            | * BASED ON XB-24N WEIGHT.  |   |  |                                  |

| MODEL<br>&<br>BLOCK NO.           | TAKE OFF & LANDING                                 |   |                             |                     | HIGH SPEED & CLIMB      |          |   |  | RANGE & ENDURANCE                                      |  |                                  |  |                                    |                              |                              |                          |                        |                          | REMARKS<br>ON<br>PERFORMANCE |                           |                         |                           |                         |                               |                               |  |          |          |
|-----------------------------------|--|---|-----------------------------|---------------------|-------------------------|----------|---|--|--|--|----------------------------------|--|------------------------------------|------------------------------|------------------------------|--------------------------|------------------------|--------------------------|------------------------------|---------------------------|-------------------------|---------------------------|-------------------------|-------------------------------|-------------------------------|--|----------|----------|
|                                   | HARD SURFACE - NO WIND                             |   |                             |                     | AT NORMAL COMBAT WEIGHT |          |   |  | STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |  |                                  |  |                                    |                              |                              |                          |                        |                          |                              |                           |                         |                           |                         |                               |                               |  |          |          |
|                                   | GROSS WEIGHT                                       | TO CLEAR 50'                              |                             | LANDING SPEED       | GROUND-RUN              |          | STD. ALT.   | MIL. POWER                             | MAX. CONTIN. POWER                                     | TAKE OFF WEIGHT                        | BOMBS CARGO                      | TOTAL FUEL                                 | MAX. CONTINUOUS POWER              |                              | MAX. CRUISE POWER            |                          | LONG RANGE             |                          |                              |                           |                         |                           |                         |                               |                               |  |          |          |
| LB.                               | T.O. DIST. FT.                                     | LAND. DIST. FT.                           | MPH                         | T.O. DIST. FT.      | LAND. DIST. FT.         | FT.      | HIGH SPEED M.P.H.   | RATE OF CLIMB FT./MIN.                 | HIGH SPEED M.P.H.                                      | RATE OF CLIMB FT./MIN.                 | MIN.                             | AT 10000 FT.                               | AT 25000 FT.                       | AT 10000 FT.                 | AT 25000 FT.                 | AT 10000 FT.             | AT 25000 FT.           |                          |                              |                           |                         |                           |                         |                               |                               |  |          |          |
| B-24D<br>(WITH BOMB<br>BAY TANKS) | 40000<br>54000<br>59000<br>60000                   | -<br>1500<br>6200<br>6600                 | 3300<br>4200<br>-<br>-      | 90<br>103<br>-<br>- | 2800<br>3450<br>-<br>-  | 56000    | 30000<br>25000<br>20000<br>15000<br>10000<br>5000   | 300<br>303<br>290<br>277<br>254<br>252 | 950<br>900<br>1000<br>1150<br>950<br>1200              | 297<br>284<br>272<br>259<br>1000       | 350<br>700<br>800<br>950<br>1000 | 11.5<br>30.2<br>22.0<br>15.4<br>9.7<br>4.2 | 59000<br>53500<br>58500            | NONE<br>NONE<br>5000         | 3164<br>2364<br>2364         | 1200<br>900<br>850       | 4.8<br>3.6<br>3.6      | 1350<br>1000<br>950      | 4.8<br>3.5<br>3.5            | 2400<br>1800<br>1750      | 10.9<br>8.1<br>8.0      | 2500<br>1900<br>1800      | 10.3<br>7.6<br>7.5      | 3200<br>2450<br>2300          | 18.0<br>13.7<br>13.0          |  |          |          |
| B-24D<br>(WITH WING<br>TIP TANKS) | 40000<br>56000<br>59000<br>60000<br>62000<br>64000 | -<br>5050<br>6200<br>6600<br>7550<br>8750 | 3300<br>4300<br>-<br>-<br>- | 90<br>105<br>-<br>- | 2800<br>3550<br>-<br>-  | 56000    | 30000<br>25000<br>20000<br>15000<br>10000<br>5000   | 300<br>290<br>277<br>267<br>254<br>244 | 950<br>900<br>1000<br>1150<br>950<br>1200              | 290<br>278<br>267<br>256<br>245<br>235 | 350<br>700<br>800<br>950<br>1000 | 11.5<br>30.2<br>22.0<br>15.4<br>9.7<br>4.2 | 64000<br>61000<br>61500<br>60500   | NONE<br>NONE<br>3000<br>5000 | 3614<br>3164<br>2814<br>2364 | -<br>1200<br>1050<br>850 | -<br>4.8<br>4.1<br>3.6 | -<br>1350<br>1200<br>950 | -<br>4.8<br>4.1<br>3.5       | -<br>2400<br>2050<br>1750 | -<br>10.9<br>9.5<br>8.0 | -<br>2500<br>2200<br>1800 | -<br>10.4<br>9.2<br>7.5 | 3500*<br>3200<br>2750<br>2300 | 20.0*<br>18.0<br>15.4<br>13.0 | *MAX. FERRY RANGE MAY BE RESTRICTED BY INSUFFICIENT OIL IF ENGINE IS NOT IN BETTER THAN AVERAGE CONDITION; OIL CONSUMPTION IS 3 QT. TO 3 GAL/HR. DEPENDING ON TIME SINCE OVERHAUL. |          |          |
| B-24G,H&J                         | AS ABOVE   | AS ABOVE                                  | AS ABOVE                    | AS ABOVE            | AS ABOVE                | 56000    | 30000<br>25000<br>20000<br>15000<br>10000<br>5000   | 300<br>290<br>277<br>267<br>254<br>244 | 950<br>900<br>1000<br>1150<br>950<br>1200              | 290<br>278<br>267<br>256<br>245<br>235 | 350<br>700<br>800<br>950<br>1000 | 11.5<br>30.2<br>22.0<br>15.4<br>9.7<br>4.2 | 65000**<br>62000<br>62500<br>61500 | NONE<br>NONE<br>3000<br>5000 | 3614<br>3164<br>2814<br>2364 | -<br>1150<br>1000<br>850 | -<br>4.8<br>4.1<br>3.5 | -<br>1350<br>1200<br>950 | -<br>4.8<br>4.1<br>3.5       | -<br>2200<br>1900<br>1600 | -<br>10.7<br>9.5<br>7.9 | -<br>2300<br>1950<br>1700 | -<br>10.2<br>8.8<br>7.3 | 3300*<br>2900<br>2500<br>2100 | 18.2*<br>16.4<br>14.0<br>11.7 | **PERFORMANCE DATA ABOVE 65000 LB. NOT AVAILABLE. (SEE NOTE B)   |          |          |
| B-24L & M                         | AS ABOVE   | AS ABOVE                                  | AS ABOVE                    | AS ABOVE            | AS ABOVE                | AS ABOVE | AS ABOVE  | AS ABOVE                               | AS ABOVE   | AS ABOVE                               | AS ABOVE                         | AS ABOVE                                   | AS ABOVE                           | AS ABOVE                     | AS ABOVE                     | AS ABOVE                 | AS ABOVE               | AS ABOVE                 | AS ABOVE                     | AS ABOVE                  | AS ABOVE                | AS ABOVE                  | AS ABOVE                | AS ABOVE                      | AS ABOVE                      | AS ABOVE   | AS ABOVE | AS ABOVE |
| B-24N                             | 56000<br>60000<br>64000                            | 4100<br>4600<br>5300                      | -<br>-<br>-                 | -<br>-<br>-         | 2600<br>3100<br>3800    | -        | APPROX 11 MPH. (I.A.S.) FASTER THAN B-24L & J AT MILITARY POWER & 3 MPH. (I.A.S.) FASTER AT MAX. CONTINUOUS POWER; APPROX. 375 FT/MIN. BETTER RATE OF CLIMB AT MILITARY POWER & 25 FT/MIN. BETTER CLIMB AT MAX. CONTINUOUS POWER. | 300<br>290<br>277<br>267<br>254<br>244 | 950<br>900<br>1000<br>1150<br>950<br>1200              | 290<br>278<br>267<br>256<br>245<br>235 | 350<br>700<br>800<br>950<br>1000 | 11.5<br>30.2<br>22.0<br>15.4<br>9.7<br>4.2 | 64500<br>61500<br>62000<br>61000   | NONE<br>NONE<br>3000<br>5000 | 3614<br>3164<br>2814<br>2364 | -<br>1200<br>1050<br>850 | -<br>4.8<br>4.1<br>3.5 | -<br>1350<br>1200<br>950 | -<br>4.8<br>4.1<br>3.5       | -<br>2200<br>1900<br>1600 | -<br>10.7<br>9.5<br>7.9 | -<br>2300<br>1950<br>1700 | -<br>10.2<br>8.8<br>7.3 | 3300*<br>2900<br>2500<br>2100 | 18.2*<br>16.4<br>14.0<br>11.7 | DATA NOT AVAILABLE   |          |          |

NOTES: (A)

24 VOLT RADIO SYSTEM  
SCR-211 FREQUENCY METER  
SCR-222 COMMAND SET  
SCR-2590 RADIO COMPASS  
SCR-2748 COMMAND SET  
SCR-287A LIAISON SET  
SCR-287A IFF (or SCR-595)  
SCR-578 EMERGENCY TRANSMITTER  
RC - 32 FILTER EQUIPMENT (or RC-198)  
RC - 36 INTERPHONE AMPLIFIER  
RC - 43B MARKER BEACON  
RC - 105 BLIND LANDING (Provisions only)  
AR/AR-1 RECEIVER (Installed in some models)

AND FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK.

\* MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.

(B) TARE REPORTS INDICATE LOADINGS IN EXCESS OF 65000 LB. ARE BEING USED. IT IS ABSOLUTELY ESSENTIAL THAT WING FUEL &amp; OIL TANKS ARE FULL AT THESE WEIGHTS &amp; THAT MANEUVERS BE KEPT TO A MINIMUM.



**B-24**  
"LIBERATOR"

MANUFACTURED BY CONSOLIDATED - DOUGLAS - FORD - NORTH AMERICAN

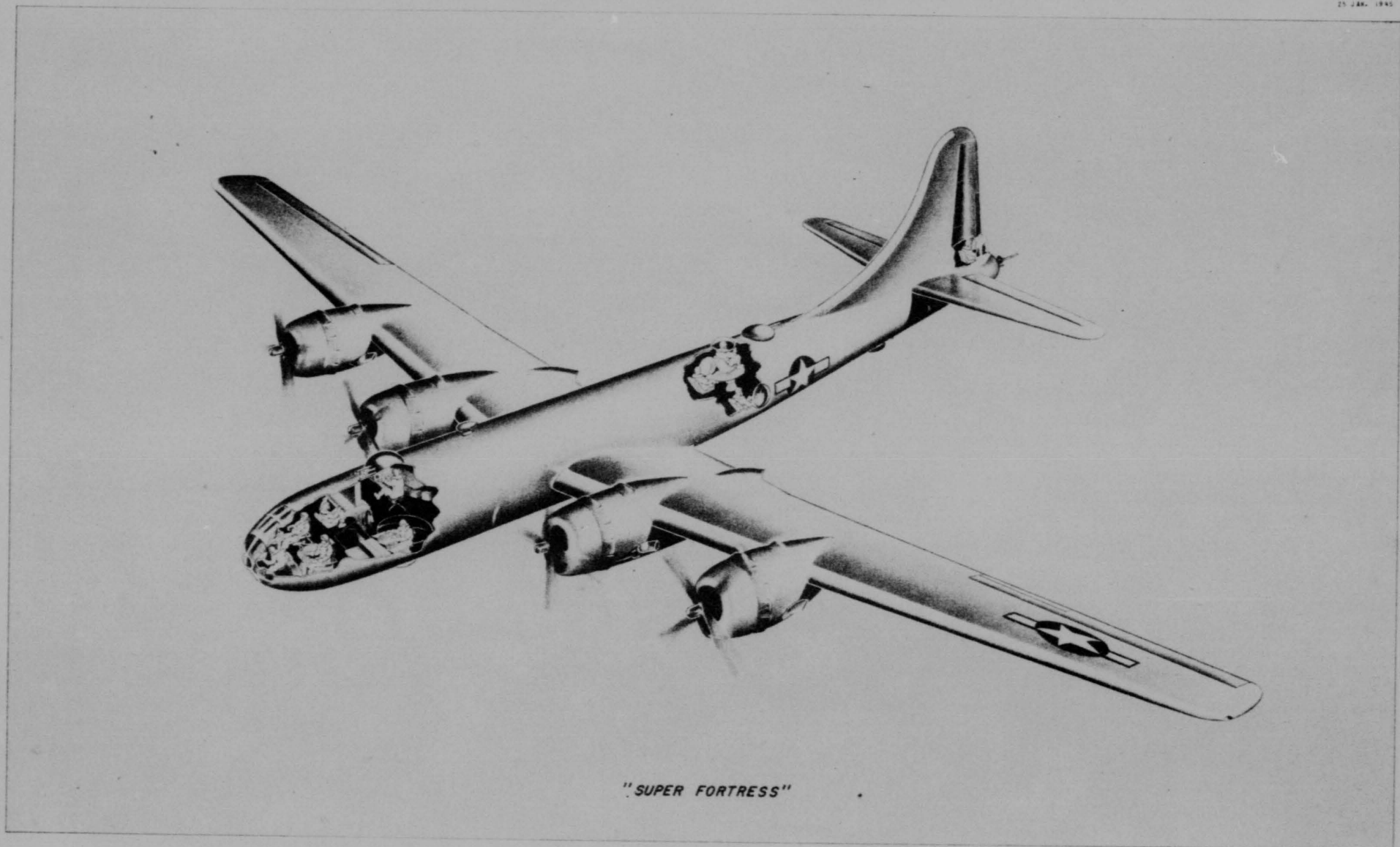
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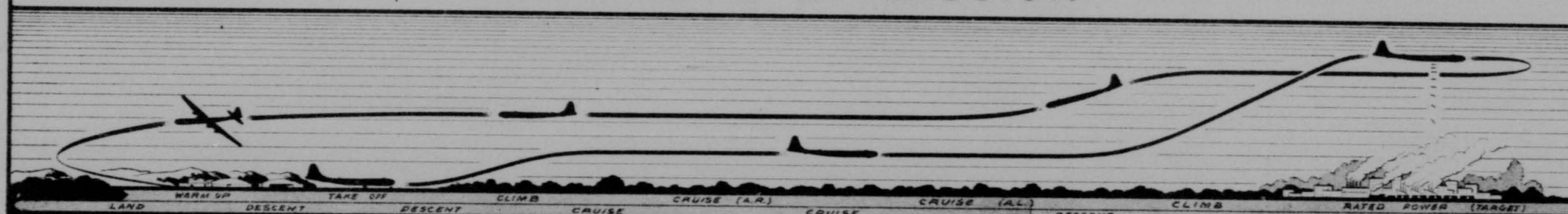
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### SAMPLE B-29 MISSION



|                           | DENSITY ALTITUDE | COWL FLAP       | INDICATED AIR SPEED | FUEL USED | TIME IN FLIGHT | AIR MILES |
|---------------------------|------------------|-----------------|---------------------|-----------|----------------|-----------|
| WARM UP AND TAKE OFF      | 0 TO 100         | WIDE OPEN TO 2" | 0-160               | 160       | 0              | 0         |
| CLIMB                     | 100 TO 5000      | 2"              | 195                 | 320       | 0.2            | 32        |
| CRUISE                    | 5000             | .62"            | 207                 | 2637      | 6.2            | 1316      |
| CLIMB                     | 5000 TO 30000    | 2"              | 195                 | 3557      | 7.1            | 1566      |
| RATED POWER (TARGET AREA) | 30000            | 1 1/2"          | 228                 | 4000      | 7.5            | 1720      |
| CRUISE                    | 30000            | 1 1/2"          | 189                 | 4364      | 8.3            | 1970      |
| CRUISE DESCENT            | 30000 TO 15000   | 1"              | 188                 | 5030      | 10.3           | 2490      |
| CRUISE                    | 15000            | 1"              | 186                 | 6170      | 14.0           | 3326      |
| DESCENT AND LAND          | 15000 TO 0       | .62"            | 183                 | 6400      | 15.3           | 3570      |

NOTE

a. THE ABOVE DATA IS BASED ON STANDARD TEMPERATURE. THE B-29 IS GREATLY AFFECTED BY TEMPERATURE CHANGES AND A VARIATION IN PERFORMANCE OF AS MUCH AS 25% MAY BE EXPECTED UNDER CERTAIN CONDITIONS OF WIND AND TEMPERATURE. FOR EXAMPLE, A 1% CHANGE IN TEMPERATURE HAS APPROXIMATELY THE SAME EFFECT ON SERVICE CEILING AS 1000 LB. IN WEIGHT.

d. ABOVE DATA FOR COMBAT B-29 WITH TURRETS, BLISTERS, RADAR DOME, SHORT COWL FLAPS AND LATEST ENGINE BAFFLES.

T.O. GROSS WT.—135000 LB.  
FUEL—6923 GAL.  
BOMBS—12000 LB.  
RADIUS OF ACTION 1700 MI  
(WITH 523 GAL. RESERVE)

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BELL (ATLANTA) "BA"

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| MODEL<br>&<br>BLOCK-NO.               | ARMAMENT                                  |   |  | FUEL  |                                       |                                 |
|---------------------------------------|---|---|--|---|---------------------------------------|---------------------------------|
|                                       | NO GUNS<br>&<br>CALIBER                   | RDS<br>PER<br>GUN                               | LOCATION<br>&<br>TYPE  | TANK<br>TYPE<br>&<br>LOCATION                         | NO. TANKS<br>&<br>CAPACITY            | MAX.<br>CAPACITY<br>(U.S. GALS) |
| B-29-BA<br>-1                         | 1-20MM.<br>2)<br>2) .50<br>2)<br>2)       | 100<br>1000*<br>1000*<br>1000*                  | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | OUTER WINGS<br>INNER WINGS<br>BOMB BAY                | 11-2735<br>8-2873<br>4x 640           | 8168                            |
| B-29-BA<br>-5 thru 1st.9<br>(-15)     | A S<br>A B C V E                          | A B C V E                                       | A B C V E  | OUTER WINGS<br>INNER WINGS<br>CENTER WING<br>BOMB BAY | 11-2735<br>8-2873<br>4-1315<br>4x 640 | 9485                            |
| B-29-BA<br>Last 11(-15) thru<br>(-20) | 1-20MM.<br>4)<br>2) .50<br>2)<br>2)<br>2) | 100<br>875*<br>1000*<br>1000*<br>1000*<br>1000* | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | A S   | A B C V E                             |                                 |
| B-29-BA<br>-25 thru -40               | 4)<br>2)<br>2) .50<br>2)<br>2)            | 875*<br>1000*<br>1000*<br>1000*<br>1000*        | UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT.                     | A S   | A B C V E                             |                                 |
| B-29B-BA                              | 2-.50                                     | 1000*   | POWER TAIL MT.   | A S   | A B C V E                             |                                 |

NOTES: \* FILLER STRIPS ADDED IN AMMUNITION CANS TO REDUCE WEIGHT TO 500 PER GUN.

BELL (ATLANTA) "BA"

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| MODEL<br>&<br>BLOCK-NO.                | ARMAMENT                            |  |  | FUEL  |                                       |                                 |
|--|-------------------------------------|--|--|---|---------------------------------------|---------------------------------|
|  | NO GUNS<br>&<br>CALIBER             | RDS<br>PER<br>GUN                        | LOCATION<br>&<br>TYPE  | TANK<br>TYPE<br>&<br>LOCATION                         | NO. TANKS<br>&<br>CAPACITY            | MAX.<br>CAPACITY<br>(U.S. GALS) |
| B-29-BA<br>-1                          | 1-20MM.<br>2)<br>2) .50<br>2)<br>2) | 100<br>1000*<br>1000*<br>1000*           | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | OUTER WINGS<br>INNER WINGS<br>BOMB BAY                | 11-2735<br>8-2873<br>4x 640           | 8168                            |
| B-29-BA<br>-5 thru 1st.11<br>(-10)     | A S<br>A B C V E                    | A B C V E                                | A B C V E  | OUTER WINGS<br>INNER WINGS<br>CENTER WING<br>BOMB BAY | 11-2735<br>8-2873<br>5-1120<br>4x 640 | 9268                            |
| B-29B-BA<br>Last 9 (-10) thru<br>(-15) | 2)<br>2) .50<br>2)<br>2)            | 1000*<br>1000*<br>1000*<br>1000*         | UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT.                     | A S   | A B C V E                             |                                 |
| B-29B-BA<br>-30 & -35                  | 4)<br>2)<br>2) .50<br>2)<br>2)      | 875*<br>1000*<br>1000*<br>1000*<br>1000* | UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>POWER TAIL MT.                     | A S   | A B C V E                             |                                 |

NOTES: \* FILLER STRIPS ADDED IN AMMUNITION CANS TO REDUCE WEIGHT TO 500 PER GUN.

BOEING (WICHITA) "BW"

| MODEL<br>&<br>BLOCK-NO.                     | ARMAMENT                                  |   |  | FUEL  |                                       |                                 |
|---|---|---|--|---|---------------------------------------|---------------------------------|
|   | NO GUNS<br>&<br>CALIBER                   | RDS<br>PER<br>GUN                               | LOCATION<br>&<br>TYPE  | TANK<br>TYPE<br>&<br>LOCATION                         | NO. TANKS<br>&<br>CAPACITY            | MAX.<br>CAPACITY<br>(U.S. GALS) |
| B-29-BW<br>-1 thru -30                      | 1-20MM.<br>2)<br>2) .50<br>2)<br>2)       | 100<br>1000*<br>1000*<br>1000*<br>1000*         | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | OUTER WINGS<br>INNER WINGS<br>BOMB BAY                | 11-2735<br>8-2873<br>4x 640           | 8168                            |
| B-29-BW<br>-35 thru 1st.35<br>(-40)         | A S<br>A B C V E                          | A B C V E                                       | A B C V E  | OUTER WINGS<br>INNER WINGS<br>CENTER WING<br>BOMB BAY | 11-2735<br>8-2873<br>4-1315<br>4x 640 | 9485                            |
| B-29-BW<br>Last 75(-40) thru<br>1st.80(-50) | 1-20MM.<br>4)<br>2) .50<br>2)<br>2)<br>2) | 100<br>875*<br>1000*<br>1000*<br>1000*<br>1000* | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | A S   | A B C V E                             |                                 |
| B-29-BW<br>Last 20(-50) thru<br>(-65)       | 4)<br>2)<br>2) .50<br>2)<br>2)            | 875*<br>1000*<br>1000*<br>1000*<br>1000*        | UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT.                     | A S   | A B C V E                             |                                 |

NOTES: \* FILLER STRIPS ADDED IN AMMUNITION CANS TO REDUCE WEIGHT TO 500 PER GUN.

BOEING (WICHITA) "BW"

| MODEL<br>&<br>BLOCK-NO.               | ARMAMENT                            |  |  | FUEL                                   |                                       |                                 |
|---------------------------------------|-------------------------------------|--|--|--|---------------------------------------|---------------------------------|
|                                       | NO GUNS<br>&<br>CALIBER             | RDS<br>PER<br>GUN                        | LOCATION<br>&<br>TYPE  | TANK<br>TYPE<br>&<br>LOCATION          | NO. TANKS<br>&<br>CAPACITY            | MAX.<br>CAPACITY<br>(U.S. GALS) |
| B-29-BW<br>-1 thru 1st.9<br>(-10)     | 1-20MM.<br>4)<br>2) .50<br>2)<br>2) | 100<br>875*<br>1000*<br>1000*<br>1000*   | TAIL, W2, TYPE B<br>UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT. | OUTER WINGS<br>INNER WINGS<br>BOMB BAY | 11-2735<br>8-2873<br>4-1315<br>4x 640 | 9485                            |
| B-29-BW<br>Last 10(-20) thru<br>(-30) | 4)<br>2)<br>2) .50<br>2)<br>2)      | 875*<br>1000*<br>1000*<br>1000*<br>1000* | UPPER FORE TRK.<br>UPPER REAR TRK.<br>LOWER FORE TRK.<br>LOWER REAR TRK.<br>TAIL POWER MT.                     | A S                                    | A B C V E                             |                                 |

NOTES: \* FILLER STRIPS ADDED IN AMMUNITION CANS TO REDUCE WEIGHT TO 500 PER GUN.

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                |  |  |  |                            |                       |  |                                |                    |  |                                      |                                |                                 |               |  |                     |  |  |
|---|----------------|--|--|--|----------------------------|-----------------------|--|--------------------------------|--------------------|--|--------------------------------------|--------------------------------|---------------------------------|---------------|--|---------------------|--|--|
| MODEL & BLOCK NO.                                     | ENGINE & PROP. |  | SIZE   |  | WT.                        |                       | COMBAT CREW  | FUEL                           |                    | ARMAMENT   |                                      |                                | BOMBS-CARGO-PASS.               |               | RADIO  | REMARKS & REFERENCE |  |  |
|   | NUMBER         | ENGINE MFR. MODEL SUPERCHARGER PROP MFR. TYPE  | B.H.P./ALT. T-TAKE-OFF W/RAZ EMERGENCY M-MILITARY C-CONTINUOUS | S-SPAN L-LENGTH H-HEIGHT T-TREAD W-WING AREA     | B-BASIC C-COMBAT W-WAR MAX | TANK TYPE OR LOCATION |  | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & CALIBER | RDS PER GUN  | LOCATION & TYPE                      | INTERNAL NO. & SIZE OR STATION | EXTERNAL NO. & SIZE OR CAPACITY | MAX. LOAD LB. |  | TYPE                |  |  |
|   |                |  |  |  |                            |                       |  |                                |                    |  |                                      |                                |                                 |               |  |                     |  |  |
| B-29 (COMBAT AIRPLANE)                                | 4              | WRIGHT R-3350-23 -23A, -41, -57, -59. TURBO HAMILTON STD. 16" DIA. - 43L. F.F., HYDROMATIC | T 2200/5 L 2300/ - C M 2200/25000 P C 2000/25000               | S 111' 3" L 99' H 29' 7" T 31' 6" W 1736 SQ. FT. | B 75000 C 120000 W 135000  | 11 or 12              | OUTBD.-WINGS 11-2735 INED.-WINGS 6-2873 CENTER-WINGS 4-1315 BOMB BAY 4x 640 SEE NOTE (E) | 4) (E) 2) .50 2) 2)            | 500 500 500 500    | UPPER FORE TR. UPPER REAR TR. LOWER FORE TR. LOWER REAR TR. TAIL POWER MT. | 4-1000 8-2000 12-1600 12-1000 40-500 |                                | 20000                           | SEE NOTE (A)  | TECHNICAL ORDER OI-20EJ-1. (LATEST ISSUE NOW BEING PREPARED) |                     |  |  |
| B-29 (STRIPPED AIRPLANE)                              | 4              | AS ABOVE   | AS ABOVE   | AS ABOVE   | B 75000 C 120000 W 135000  | 9                     | AS ABOVE   | 2x.50                          | 500                | TAIL POWER MT.   | AS ABOVE                             | AS ABOVE                       | AS ABOVE                        | AS ABOVE      |  |                     |  |  |

| MODEL & BLOCK NO.        | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND           |  |                                    |  | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |           |   |   |   |   |   |   | RANGE & ENDURANCE<br>STATUTE AIR MILES-NO WIND-NO ALLOWANCE FOR RESERVE |  |                                       |                                      |                                      |                                 |                                      |                                 |                                      |                                 | REMARKS                              |                                  |                                      |                                      |              |
|--------------------------|--|--|------------------------------------|--|---|-----------|---|---|---|---|---|---|---|--|---------------------------------------|--------------------------------------|--------------------------------------|---------------------------------|--------------------------------------|---------------------------------|--------------------------------------|---------------------------------|--------------------------------------|----------------------------------|--------------------------------------|--------------------------------------|--------------|
|                          | GROSS WEIGHT LB.                                       | TO CLEAR 50 FT. DIST.                  |                                    | LANDING SPEED MPH                      | GROUND-RUN                                    |           | STD. ALT. FT.                                     | WAR EMERG. HIGH SPEED MPH                     | MIL. POWER RATE OF CLIMB FT/MIN               | MIL. POWER HIGH SPEED MPH                     | MAX. CONTIN. POWER RATE OF CLIMB FT/MIN       | MAX. CONTIN. POWER HIGH SPEED MPH             | TIME TO CLIMB MIN.  | TAKE OFF WEIGHT LB.                            | BOMBS CARGO PASS. LB.                 | TOTAL FUEL U.S. GAL.                 | MAX. CONTINUOUS POWER AT 10000 FT.   |                                 | MAX. CRUISE POWER AT 10000 FT.       |                                 | LONG RANGE AT 10000 FT.              |                                 |                                      |                                  |                                      |                                      |              |
|                          |  | T.O. FT.                               | LAND. FT.                          |  | T.O. FT.                                      | LAND. FT. |   |   |   |   |   |   |   |  |                                       |                                      | RANGE MILES                          | ENDUR. HOURS                    | RANGE MILES                          | ENDUR. HOURS                    | RANGE MILES                          | ENDUR. HOURS                    |                                      | RANGE MILES                      | ENDUR. HOURS                         | RANGE MILES                          | ENDUR. HOURS |
| B-29 (COMBAT AIRPLANE)   | 80000<br>90000<br>100000<br>110000<br>120000<br>135000 | -<br>-<br>4550<br>5700<br>7150<br>9200 | -<br>-<br>110<br>110<br>120<br>120 | 105<br>110<br>110<br>110<br>110<br>110 | -<br>-<br>3100<br>3850<br>4900<br>6700        | 3200      | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 352<br>340<br>338<br>332<br>328<br>316<br>301 | 300<br>280<br>275<br>270<br>265<br>255<br>245 | 361<br>348<br>346<br>338<br>332<br>328<br>306 | 300<br>280<br>275<br>270<br>265<br>255<br>245 | 150<br>300<br>329<br>313<br>303<br>288<br>260 | 72.0<br>52.0<br>38.0<br>26.0<br>16.0<br>8.0                             | 133000<br>135000<br>127000<br>120000<br>135000 | NONE<br>NONE<br>4000<br>3000<br>20000 | 8203<br>6923<br>6888<br>5608<br>5608 | 1800<br>1800<br>1500<br>1500<br>1150 | 6.0<br>5.9<br>4.9<br>4.9<br>4.9 | 1950<br>2000<br>1600<br>1500<br>1950 | 6.0<br>6.0<br>4.8<br>4.9<br>7.6 | 2550<br>2550<br>2100<br>2100<br>2050 | 9.5<br>9.4<br>7.7<br>7.7<br>7.6 | 2500<br>2650<br>2100<br>2100<br>1950 | 8.7<br>8.9<br>7.2<br>7.2<br>6.9  | 4550<br>3700<br>3800<br>3200<br>2850 | 20.6<br>16.4<br>17.7<br>14.6<br>12.6 |              |
| B-29 (STRIPPED AIRPLANE) | AS ABOVE   | AS ABOVE                               | AS ABOVE                           | AS ABOVE                               | AS ABOVE                                      | 100000    | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 352<br>340<br>338<br>332<br>328<br>316<br>301 | 300<br>280<br>275<br>270<br>265<br>255<br>245 | 361<br>348<br>346<br>338<br>332<br>328<br>306 | 300<br>280<br>275<br>270<br>265<br>255<br>245 | 150<br>300<br>329<br>313<br>303<br>288<br>260 | 72.0<br>52.0<br>38.0<br>26.0<br>16.0<br>8.0                             | 132000<br>135000<br>131000<br>120000<br>131000 | NONE<br>NONE<br>4000<br>3000<br>20000 | 8813<br>6923<br>6923<br>5608<br>5608 | 1850<br>1850<br>1850<br>1500<br>1500 | 6.0<br>6.0<br>4.9<br>4.9<br>4.8 | 1950<br>2000<br>1600<br>1500<br>2100 | 6.0<br>6.0<br>4.8<br>4.8<br>7.7 | 2600<br>2650<br>2100<br>2100<br>2100 | 9.5<br>9.5<br>7.7<br>7.7<br>7.0 | 2500<br>2650<br>2100<br>2100<br>3100 | 8.7<br>8.9<br>7.0<br>7.0<br>13.7 |                                      |                                      |              |

NOTES:

(A) AN/ARC-2  
SCR-249G  
RC-43/191  
RC-103  
AN/ARC-5  
RC-76  
SCR-495  
SCR-578  
SCR-718  
AN/ARC-13  
RAVIER  
AN/ASA-1  
AN/ASA-1  
PROVISIONS FOR:  
AN/APS-2  
SCR-522

LINKSON SET  
COMPASS (OF AN/ARC-7)  
WARNER BEACON  
SLIDE PATH RECEIVER  
LOCALIZER RECEIVER  
INTERPHONE (OF AN/ARC-2)  
IFF  
EMERGENCY TRANSMITTER  
HIGH ALTITUDE ALTIMETER  
HIGH ALTITUDE RADAR  
SCW  
STATIC DISCHARGER  
28 ADAPTER (SOME PLANES ONLY)  
LORAN  
WVF (SOME PLANES ONLY)

(B) HIGHER LOADINGS ARE STRUCTURALLY POSSIBLE BUT WEIGHT SHOULD NOT EXCEED 135000 LB. BECAUSE OF FLIGHT CHARACTERISTICS.

(C) APPLIES ONLY TO AIRCRAFT WITH PROPELLER-GOVERNOR COMBINATION AS PRESCRIBED IN T.O. OI-20EJ-92.

(D) RATINGS GIVEN WITHOUT RAM.

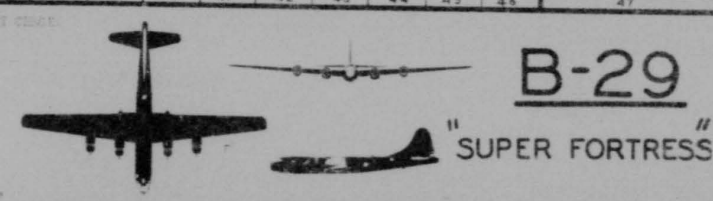
(E) SEE PAGE OPPOSITE FOR VARIATIONS IN FUEL & ARMAMENT.

(F) OUTBOARD TREAD...31.6" ; INBOARD TREAD...25.5"

RED FIGURES ARE PRELIMINARY. SUBJECT TO REVISION AFTER FLIGHT TEST.

MANUFACTURED BY BELL (Atlanta) "BA"; BOEING (Renton) "BN"; BOEING (Wichita) "BW" & MARTIN (Omaha) "MO"

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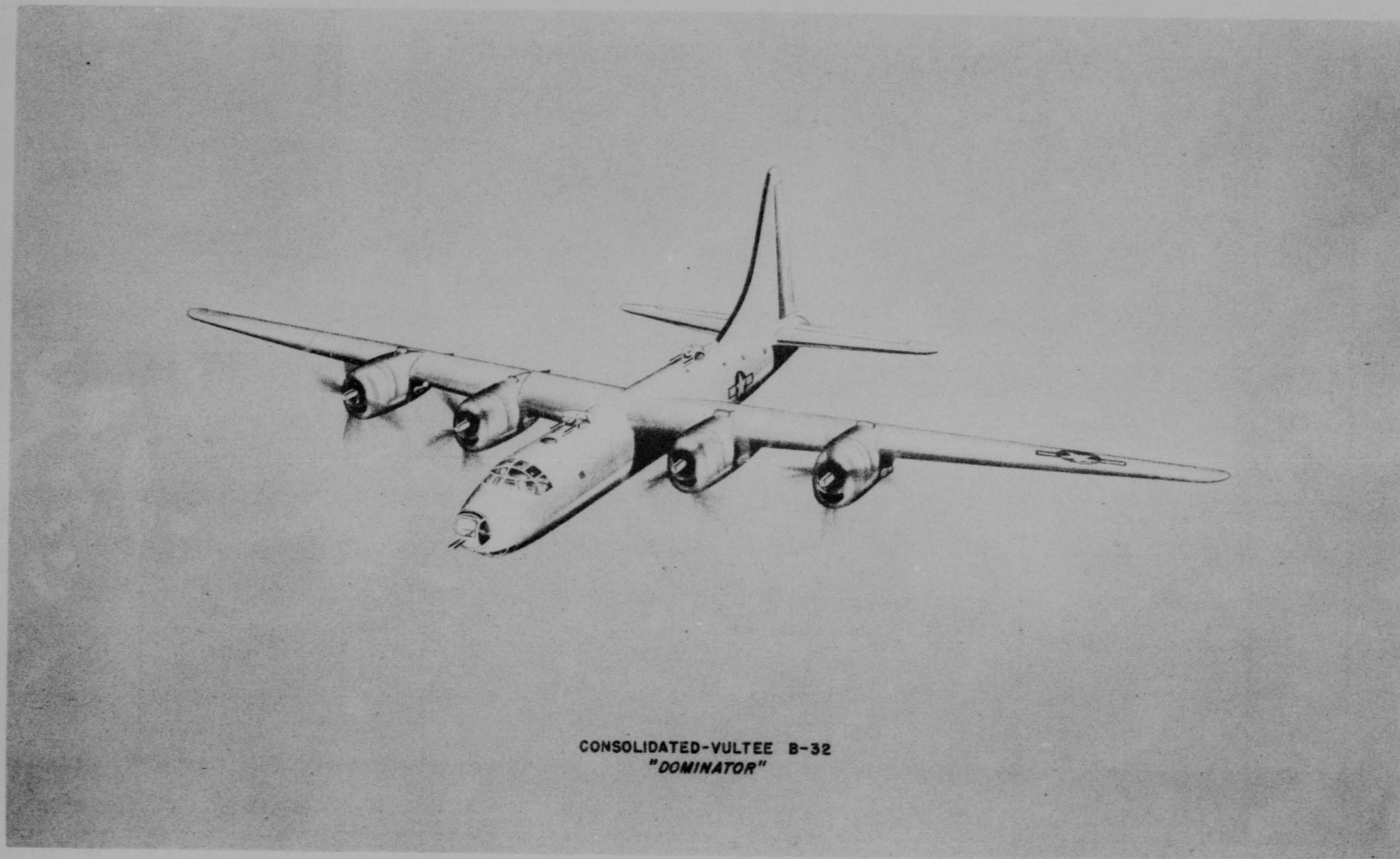
B-29  
"SUPER FORTRESS"

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PAGE 14  
AS OF  
25 JAN. 1945



CONSOLIDATED-VULTEE B-32  
"DOMINATOR"

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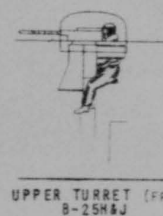
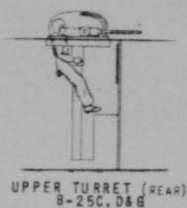
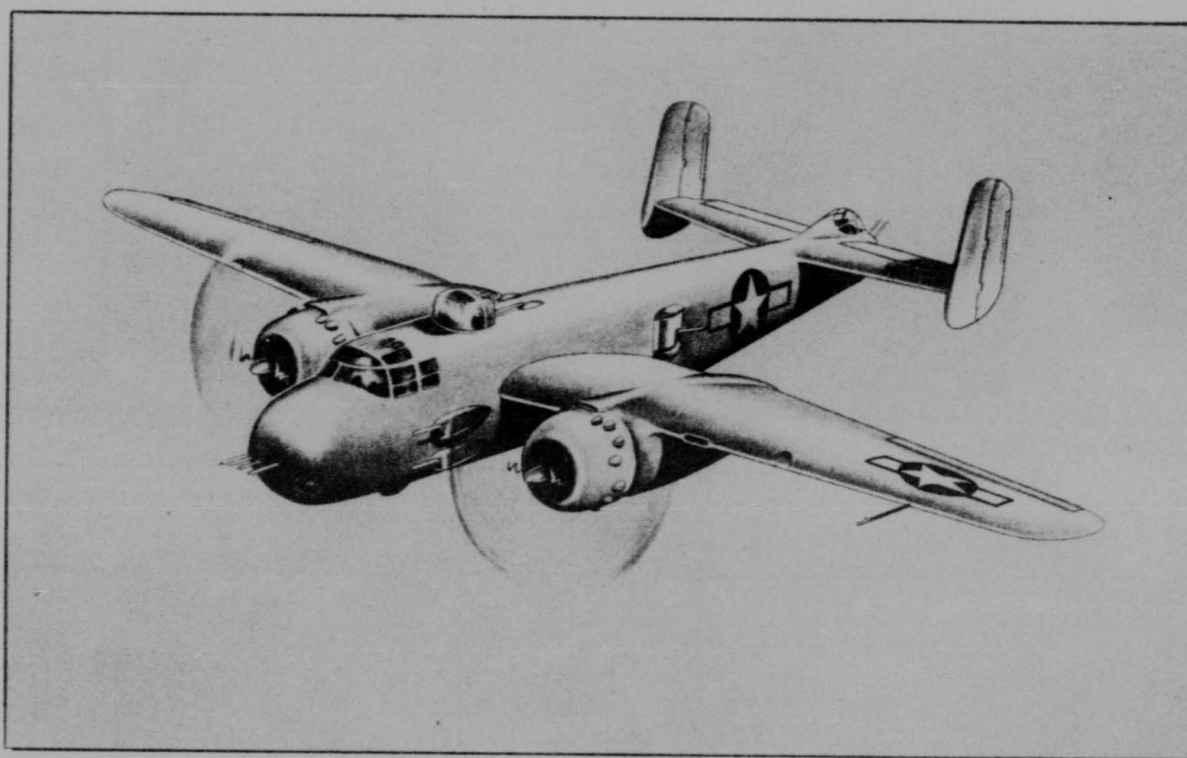


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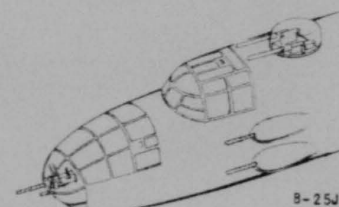
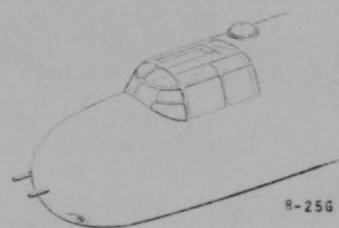
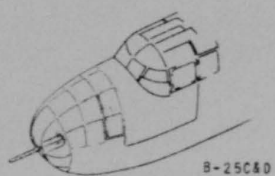
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PAGE 16  
AS OF:  
25 JAN. 1945

# B-25 MITCHELL BOMBER



B-25H



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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART      |   |   |  |                                   |  |   |  |  |  |   |  |   |   |       |                     | PAGE 17<br>AS OF:<br>23 FEB. 1946  |  |
|--|---|---|--|-----------------------------------|--|---|--|--|--|---|--|---|---|-------|---------------------|--|--|
| MODEL<br>&<br>BLOCK NO.                                    | ENGINE & PROP.  |   | SIZE   |                                   | WT.  |   | FUEL                                   |  | ARMAMENT   |   |  | BOMBS-CARGO-PASS.   |   | RADIO | REMARKS & REFERENCE |  |  |
|  | ENGINE MFR. MODEL<br>SUPERCHARGER<br>PROP MFR. TYPE   | B.H.P./ALT.<br>T-TAKE-OFF<br>M-MILITARY<br>C-CONTINUOUS             | S-SPAN<br>L-LENGTH<br>H-HEIGHT<br>T-TREAD<br>W-WING AREA     | B-BASIC<br>C-COMBAT<br>W-WAR MAX. | TANK<br>TYPE<br>OR<br>LOCATION   | NO. TANKS<br>&<br>CAPACITY<br>U.S. GAL. | NO. GUNS<br>&<br>CALIBER               | RDS.<br>PER<br>GUN   | LOCATION<br>&<br>TYPE  | INTERNAL<br>NO. & SIZE<br>OR<br>STATION           | EXTERNAL<br>NO. & SIZE<br>OR<br>CAPACITY | MAX.<br>LOAD<br>LB.   | TYPE  |       |                     |  |  |
| B-25C & D<br>(NA & NC)                                     | WRIGHT<br>R-2600-13<br>2 SPD. SUPERCH.<br>HAMILTON STD.<br>12'7" DIA. - 3 BL.<br>F.P. HYDROMATIC        | 1700/ S L<br>1700/ 1500<br>1150/ 13000<br>1500/ 6700<br>1350/ 13500 | S 67'6"<br>L 52'8"<br>H 15'9"<br>T 19'4"<br>W 610 SQ. FT.    | B 20500<br>C 29500<br>W 41800 B   | MAIN - WINGS 2 x 154<br>MAIN - WINGS 2 x 151<br>BOMB BAY 1 x 125<br>SEE (f) 1 x 585<br>1524 TOT.   | 1-30<br>2-50<br>2-50                    | 600<br>400<br>350                      | NOSE - FLEX.<br>UPPER TURRET<br>LOWER TURRET   | 1-2000<br>2-1000<br>6- 500<br>8- 250<br>12- 100  | NONE  | 3000                                     | SEE (A)   | TECHNICAL ORDER 01-600B-1. (1 MAY 1943)<br>(f) FUEL CAPACITY OF LAST 102 (B-25C's) SAME AS BELOW.<br>(g) LENGTH OF B-25C AIRPLANE IS 53 FT.   |       |                     |  |  |
| B-25C-NA<br>-1 TO -25 INCL.<br>B-25D-NC<br>-1 TO -35 INCL. | AS ABOVE  | AS ABOVE  | AS ABOVE   | B 22000<br>C 33500<br>W 41800 B   | MAIN - WINGS 2 x 154<br>MAIN - WINGS 2 x 151<br>AUX. - WINGS 6 - 30L<br>SIDE WAIST 1 x 125<br>BOMB BAY 1 x 585<br>SEE (f) 1 x 585<br>1524 TOT. | 1)<br>1).50<br>2)<br>2) (a)             | 300<br>300<br>400<br>350               | NOSE - FLEX.<br>NOSE - FIXED<br>UPPER TURRET<br>*LOWER TURRET  | 1-2000<br>2-1600<br>3-1000<br>6- 500<br>8- 250<br>12- 100  | 1-2000 T<br>6- 325<br>8- 250<br>8- 100<br>SEE (c) | 2-1600<br>*8- 250<br>5200                | AS ABOVE  | TECHNICAL ORDER 01-600B-1. (1 MAY 1943)<br>(a) B-25C-1 & D-1 ARMAMENT SAME AS BELOW; LOWER TURRET ON SOME AIRPLANES ONLY.<br>(b) ARMOR PLATING ON BOMBS ON SOME MODELS ONLY.<br>(c) B-25C-25 & D-25 THRU -35 FUEL CAPACITY SAME AS BELOW.<br>(d) 125 GAL. SIDE WAIST TANK ON B-25D SERIES ONLY. |       |                     |  |  |
| B-25G-NA<br>-1 TO -10 INCL.                                | AS ABOVE  | AS ABOVE  | S 67'6"<br>L 51'<br>H 15'9"<br>T 19'4"<br>W 610 SQ. FT.      | B 21700<br>C 33500<br>W 41800 B   | MAIN - WINGS 2 x 154<br>MAIN - WINGS 2 x 151<br>AUX. - WINGS 6 - 30L<br>SIDE WAIST 1 x 125<br>BOMB BAY 2 - 550<br>SEE (f) 1 x 585<br>1524 TOT. | 1-75MM<br>2)<br>2).50<br>2)             | 21<br>400<br>400<br>350                | NOSE CANNON M.<br>NOSE - FIXED<br>UPPER TURRET<br>*LOWER TURRET  | A  | G   | A  | B   | O   | T     | E                   | TECHNICAL ORDER 01-600C-1. (REV. 10 FEB. 1943)<br>(a) LOWER TURRET ON SOME MODELS ONLY.<br>(b) BOMB BAY FUEL CONSISTS OF 1x215 GAL. SELF SEALING REMOVABLE TANK & 1x555 GAL. METAL DRUMMABLE TANK; 1x565 GAL. METAL TANK IS INTERCHANGEABLE. |  |
| B-25H-NA<br>-1 TO -10 INCL.                                | WRIGHT<br>R-2600-13 or -29<br>2 SPD. SUPERCH.<br>HAMILTON STD.<br>12'7" DIA. - 3 BL.<br>F.P. HYDROMATIC | AS ABOVE  | AS ABOVE   | B 22000<br>C 33500<br>W 41800 B   | MAIN - WINGS 2 x 154<br>MAIN - WINGS 2 x 151<br>AUX. - WINGS 6 - 30L<br>SIDE WAIST 2 x 50<br>BOMB BAY 2 - 550<br>SEE (f) 1 x 585<br>1524 TOT.  | 1-75MM<br>4)<br>4).50<br>2)<br>2)       | 21<br>400<br>200<br>400<br>600         | NOSE-TYPE T1381<br>NOSE - FIXED<br>*POSE - PACKAGE<br>SIDE WAIST-PL.<br>UPPER TURRET<br>TAIL POWER MT. | b1-2000<br>2-1600<br>3-1000<br>6- 500<br>8- 250<br>12- 100   | 1-2000 T<br>SEE (c)                               | 3200                                     | SCR-27LN<br>SCR-269G<br>SCR-287<br>SCR-522<br>SCR-578<br>SCR-695<br>RC-36 | TECHNICAL ORDER 01-600D-1. (10 DEC. 1944)<br>(a) BOMB B-25H-1's CARRY ONLY 2 POSE PACKAGE GUNS.<br>(b) THE 2000 LB. BOMB STATION DELETED ON 131st AIRPLANE OF BLOCK (-5) AND SUBSEQUENT.<br>(c) BOMB BAY FUEL SAME AS LISTED FOR B-25G's ABOVE.   |       |                     |  |  |
| B-25J-NC<br>-1 to -35 INCL.                                | AS ABOVE  | AS ABOVE  | S 67'7"<br>L 52'11"<br>H 15' 9"<br>T 19' 4"<br>W 610 SQ. FT. | B 21100<br>C 33500<br>W 41800 B   | AS ABOVE   | 1)<br>2)<br>4).50<br>2)<br>2)           | 300<br>300<br>400<br>250<br>400<br>600 | NOSE - FLEX.<br>NOSE - FIXED<br>POSE - PACKAGE<br>SIDE WAIST-PL.<br>UPPER TURRET<br>TAIL POWER MT.     | AS ABOVE EXCEPT THAT<br>2000 LB. BOMB STATION IS<br>DELETED ON 151st B-25J-1<br>AND SUBSEQUENT MODELS. |   |  | SCR-27LN<br>SCR-269G<br>SCR-287<br>SCR-522<br>SCR-695<br>RC-36            | TECHNICAL ORDER 01-600E-1. (25 DEC. 1944)<br>*SCR-269G IS REPLACED BY AN/ARN-7 ON B-25J-15 & SUBSQ.   |       |                     |  |  |

| MODEL<br>&<br>BLOCK NO.                                    | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND       |                                      |                          |                                      | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |  |                                 |                                   |                                    | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |   |  |                                    |                                   |                                 |                            | REMARKS<br>ON<br>PERFORMANCE         |   |   |   |                                   |   |
|--|--|--------------------------------------|--------------------------|--------------------------------------|---|--|---------------------------------|-----------------------------------|------------------------------------|---|---|--|------------------------------------|-----------------------------------|---------------------------------|----------------------------|--------------------------------------|---|---|---|-----------------------------------|---|
|  | GROSS<br>WEIGHT<br>LB.                             | TO CLEAR 50<br>T.O.<br>DIST.<br>FT.  | LAND.<br>DIST.<br>FT.    | LANDING<br>SPEED<br>MPH              | GROUND-RUN<br>T.O.<br>DIST.<br>FT.            | LAND.<br>DIST.<br>FT.                  | WEIGHT<br>LB.                   | STD.<br>ALT.<br>FT.               | MIL. POWER<br>HIGH<br>SPEED<br>MPH | RATE<br>OF<br>CLIMB<br>FT/MIN   | MAX. CONTIN. POWER<br>HIGH<br>SPEED<br>MPH        | RATE<br>OF<br>CLIMB<br>FT/MIN          | TIME<br>TO<br>CLIMB<br>MIN         | TAKE<br>OFF<br>WEIGHT<br>LB.      | BOMBS<br>CARGO<br>-PASS.<br>LB. | TOTAL<br>FUEL<br>U.S. GAL. |                                      | MAX CONTINUOUS POWER<br>AT 10000 FT.<br>RANGE ENDUR.<br>MILES HOURS | MAX CRUISE POWER<br>AT 25000 FT.<br>RANGE ENDUR.<br>MILES HOURS | LONG RANGE<br>AT 10000 FT.<br>RANGE ENDUR.<br>MILES HOURS |                                   |   |
| B-25C & D<br>(NA & NC)                                     | 25000<br>30000<br>32000<br>34000                   | -<br>3300<br>3650<br>5500            | 99<br>108<br>112         | 1550<br>1800<br>2000                 | 27500<br>27500<br>27500                       | 20000<br>15000<br>10000<br>5000<br>S L | 267<br>286<br>284<br>283<br>266 | 267<br>286<br>900<br>1250<br>1150 | 175<br>590<br>279<br>276<br>260    | 30.0<br>18.5<br>9.5<br>4.2<br>0.0   | 30000<br>29500                                    | NONE<br>3000                           | 1255<br>670                        | 950<br>500                        | 3.5<br>1.8                      | -<br>-                     | 1475<br>750                          | 6.3<br>3.2  | -<br>-  | 1850<br>925   | 9.3<br>4.7                        |   |
| B-25C-NA<br>-1 TO -25 INCL.<br>B-25D-NC<br>-1 TO -35 INCL. | 32000<br>33200<br>34000<br>34900<br>35200          | 4700<br>5200<br>5500<br>5900<br>6000 | 112<br>114<br>116<br>116 | 3700<br>4100<br>4100<br>4750<br>4850 | 35500<br>35500<br>35500                       | 20000<br>15000<br>10000<br>5000<br>S L | 265<br>254<br>283<br>282<br>264 | 265<br>254<br>900<br>1150<br>1200 | 260<br>590<br>276<br>274<br>257    | 16.5<br>18.5<br>9.5<br>4.3<br>0.0   | 34000<br>34000<br>33200<br>32200<br>35000*        | NONE<br>NONE<br>3200<br>2000 T<br>5200 | 1624<br>1559<br>974<br>650<br>974  | 500<br>700<br>700<br>600          | 2.6<br>2.6<br>2.6<br>2.6        | -<br>-                     | 1050<br>950<br>875                   | 5.3<br>4.2<br>4.1   | -<br>-  | 1200<br>925<br>1125<br>1125                               | 5.4<br>4.7<br>4.1<br>4.1          | *STRIP TO 35000 LB. LIMITING WEIGHT.  |
| B-25G-NA<br>-1 TO -10 INCL.                                | 32000<br>33700<br>34000<br>34900<br>35200          | 4700<br>5350<br>5450<br>5850<br>6000 | 112<br>114<br>116<br>116 | 3700<br>4250<br>4350<br>4700<br>4850 | 35500<br>35500                                | 20000<br>15000<br>10000<br>5000<br>S L | 265<br>261<br>278<br>285<br>268 | 265<br>261<br>900<br>1150<br>1200 | 260<br>590<br>276<br>276<br>257    | 16.5<br>18.5<br>9.5<br>4.3<br>0.0   | 34000<br>34000<br>33700<br>33900<br>35000         | NONE<br>NONE<br>2000<br>2000 T<br>5200 | 1624<br>1524<br>1180<br>950<br>974 | 500<br>700<br>700                 | 2.6<br>2.6<br>3.5<br>3.6<br>2.9 | -<br>-                     | 1275<br>1275<br>975<br>875           | 4.4<br>4.2<br>4.1<br>4.1  | -<br>-  | 2125<br>2250<br>1700<br>1475<br>1200                      | 11.6<br>10.7<br>8.1<br>7.8<br>6.5 | *CAPACITY OF 1189 GAL. INCLUDES 1x215 GAL. SELF SEALING REMOVABLE TANK AVAILABLE WITH 2000 LB. OF BOMBS ONLY or 1x2000 LB. TORPEDO. |
| B-25H-NA<br>-1 TO -10 INCL.                                | 32000<br>33200<br>33700<br>34000<br>34900<br>35200 | 4700<br>5150<br>5400<br>5850<br>6000 | 112<br>114<br>116<br>116 | 3700<br>4100<br>4250<br>4350<br>4750 | 35500<br>35500                                | 20000<br>15000<br>10000<br>5000<br>S L | 265<br>270<br>266<br>272<br>266 | 265<br>270<br>900<br>1050<br>1110 | 250<br>540<br>700<br>1050<br>1110  | 31.7<br>19.0<br>11.1<br>5.0<br>0.0  | 35000**<br>35000**<br>35000**<br>35000**<br>34600 | NONE<br>NONE<br>2000<br>2000 T<br>3200 | 1624<br>1524<br>1189<br>850<br>974 | 1200<br>1105<br>850<br>800<br>785 | 4.1<br>3.7<br>3.1<br>3.1<br>2.7 | -<br>-                     | 2275<br>2125<br>1600<br>1160<br>1275 | 6.9<br>6.2<br>6.3<br>6.1<br>5.4                                     | -<br>-  | 2515<br>2350<br>1750<br>1610<br>1445                      | 12.0<br>10.1<br>8.0<br>7.2<br>6.3 | *CAPACITY OF 1189 GAL. INCLUDES 1x215 GAL. SELF SEALING REMOVABLE TANK AVAILABLE WITH 2000 LB. OF BOMBS ONLY or 1x2000 LB. TORPEDO. |
| B-25J-NC<br>-1 to -35 INCL.                                | 32000<br>33700<br>34000<br>34800<br>35200          | 4700<br>5350<br>5450<br>5800<br>6000 | 112<br>114<br>116<br>116 | 3700<br>4250<br>4350<br>4650<br>4850 | 35500<br>35500                                | 20000<br>15000<br>10000<br>5000<br>S L | 265<br>261<br>278<br>285<br>268 | 265<br>261<br>900<br>1150<br>1200 | 260<br>590<br>276<br>276<br>257    | 16.5<br>18.5<br>9.5<br>4.3<br>0.0   | 34000<br>34000<br>33700<br>33900<br>35000         | NONE<br>NONE<br>2000<br>2000 T<br>5200 | 1624<br>1524<br>1189<br>850<br>974 | 1200<br>1105<br>850<br>800<br>785 | 4.1<br>3.7<br>3.1<br>3.1<br>2.7 | -<br>-                     | 2275<br>2125<br>1600<br>1160<br>1275 | 6.9<br>6.2<br>6.3<br>6.1<br>5.4                                     | -<br>-  | 2475<br>2325<br>1800<br>1575<br>1450                      | 11.7<br>11.1<br>8.5<br>8.1<br>6.9 | *CAPACITY OF 1189 GAL. INCLUDES 1x215 GAL. SELF SEALING REMOVABLE TANK AVAILABLE WITH 2000 LB. OF BOMBS ONLY or 1x2000 LB. TORPEDO. |

NOTES:

(A) 24 VOLT RADIO SYSTEM

SCR-211 FREQUENCY METER  
SCR-269G RADIO COMPASS  
SCR-274S COMMAND SET (or SCR-522)  
SCR-287A LIAISON SET  
SCR-535 SET (or SCR-595 or SCR-695)  
SCR-578 EMERGENCY TRANSMITTER  
RC - 32 FILTER EQUIPMENT (or RC-198)  
RC - 43B MARKER BRACOR  
RC - 103 BLIND LANDING (Provisions only)  
RC - 196 CONTACTOR UNIT  
RC - 36 INTERPHONE AMPLIFIER

AND FIGURES ARE PRELIMINARY; SUBJECT TO REVISIONS AND FLIGHT CHECKS  
\* MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.

(B) TIRES & FLIGHT CHARACTERISTICS ARE CRITICAL ABOVE 35000 LB.  
(C) TORPEDOES BEING USED IN LIMITED QUANTITIES ONLY.  
(D) TIME TO CLIMB BASED ON MAX. CONTINUOUS POWER ONLY.



B-25  
"MITCHELL"

MANUFACTURED BY NORTH AMERICAN (Inglewood) "NA" &amp; NORTH AMERICAN (Kansas City) "NC"

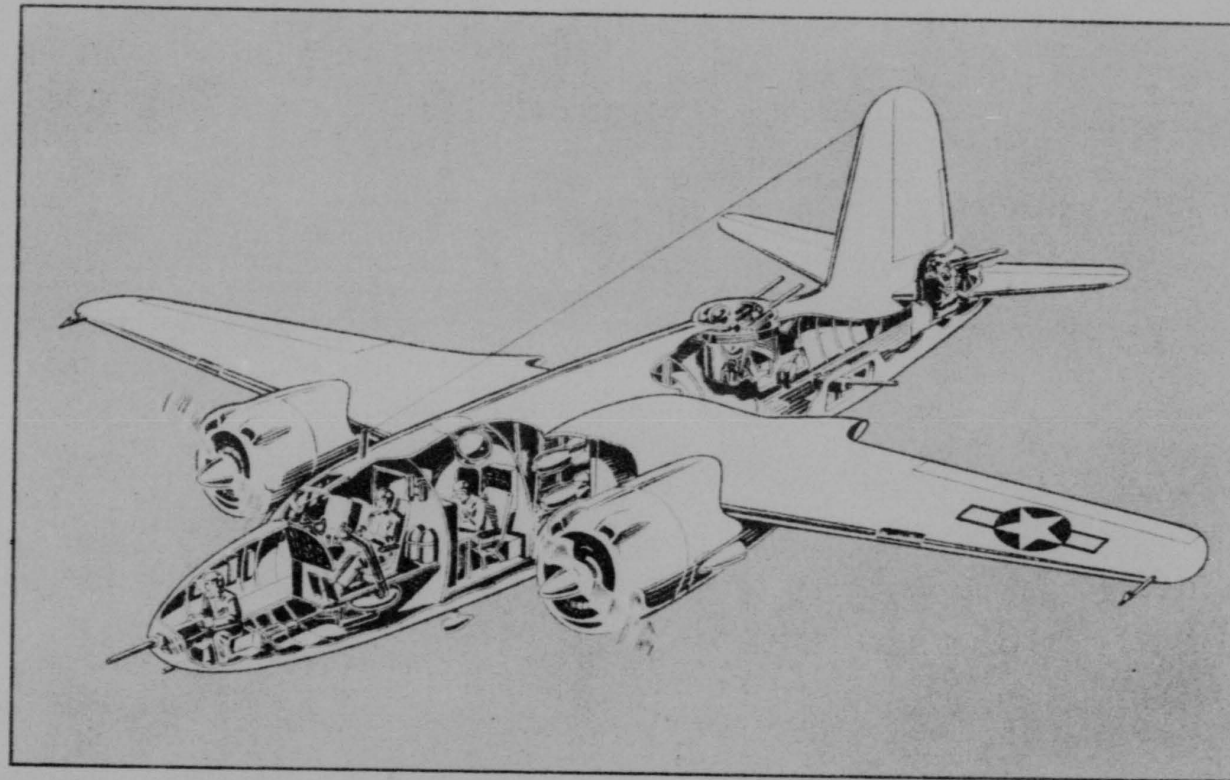
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PAGE 18  
AS OF:  
25 JAN. 1945

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B-26 "MARAUDER"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART     |   |   |  |  |                                |   |                                  |  |  |  |                                   |                                    |   |  |       |                     | PAGE 19<br>AS OF:<br>23 FEB. 1945 |
|---|---|---|--|--|--------------------------------|---|----------------------------------|--|--|--|-----------------------------------|------------------------------------|---|--|-------|---------------------|-----------------------------------|
| MODEL<br>&<br>BLOCK NO.                                   | ENGINE & PROP.  |   | SIZE   |  | WT.                            |   | COMBAT CREW                      | FUEL                                   |  | ARMAMENT   |                                   |                                    | BOMBS-CARGO-PASS.                       |  | RADIO | REMARKS & REFERENCE |                                   |
|   | ENGINE MFR. MODEL<br>SUPERCHARGER<br>PROP MFR. TYPE   | B.H.P./ALT.<br>T-TAKE-OFF<br>M-MILITARY<br>C-CONTINUOUS | S-SPAN<br>L-LENGTH<br>H-HEIGHT<br>T-TREAD<br>W-WING AREA   | B-BASIC<br>C-COMBAT<br>W-WAR MAX.            | TANK<br>TYPE<br>OR<br>LOCATION | NO. TANKS<br>&<br>CAPACITY<br>U.S. GAL.   |                                  | NO. GUNS<br>&<br>PER<br>GUN            | RDS.<br>PER<br>GUN   | LOCATION<br>&<br>TYPE                                      | INTERNAL<br>NO. & SIZE<br>STATION | EXTERNAL<br>NO. & SIZE<br>CAPACITY | MAX<br>LOAD<br>LB.                      | TYPE   |       |                     |                                   |
| B-26B-MA<br>B,-2,-3&-4                                    | FRATT-WHEATLEY<br>R-2800-5<br>2 SPD. SUPERCH.<br>CURTISS<br>13'6" DIA. - LBL.<br>F.F. ELECTRIC  | T 1850/3 L<br>M 1850/2700<br>C 1500/14000<br>1450/13000 | S 65'0"<br>L 98'3"<br>H 19'10"<br>T 22'0"<br>W 602 Sq. ft. | B 23500<br>C 35000<br>A-36500<br>W 36500     | 6                              | 2 x 360<br>2 x 121<br>2 x 250<br>1162 TOT | 1-.30<br>1-.30<br>2-.50<br>2-.50 | 600<br>600<br>1500<br>400              | NOSE - FLEX.<br>TUNNEL - FLEX.<br>TAIL-FLEX.MT.<br>UPPER TURRET<br>SIDE WAIST-FL.                                    | 2-2000<br>2-1600<br>4-1000<br>8- 500<br>16- 250<br>30- 100 | 1-2000<br>(TORPEDO)               | 2-1600<br>1-2000T<br>5200<br>(B)   | SEE (A)                                 | TECHNICAL ORDER 01-352A-1. (5 MARCH 1943)<br>* SIDE WAIST GUNS ADDED TO LAST 141 (-L) ONLY.<br>* B-26B-MA HAS -5 ENGINE; B-26B-C-MA HAS -4L ENGINE &<br>B-26B-3 & -L HAS -4J ENGINE.   |       |                     |                                   |
| B-26B-MA<br>-10 TO -20 INCL<br>B-26C-MQ<br>-5 TO -25 INCL | FRATT-WHEATLEY<br>R-2800-4J<br>2 SPD. SUPERCH.<br>CURTISS<br>13'6" DIA. - LBL.<br>F.F. ELECTRIC | T 1920/3 L<br>M 1920/3200<br>C 1450/11300<br>1360/11600 | S 71'0"<br>L 98'3"<br>H 21'6"<br>T 22'0"<br>W 659 Sq. ft.  | B 25300<br>C 37000<br>A-37000<br>W 47600 (C) | 6                              | 2 x 360<br>2 x 121<br>4 x 250<br>1962 TOT | 1)<br>2)<br>2)<br>2)             | 270<br>240<br>250<br>200<br>400<br>600 | NOSE - FIXED<br>NOSE - FLEX.<br>SIDE WAIST-FL.<br>U.PUS.-PACKAGE<br>L.PUS.-PACKAGE<br>UPPER TURRET<br>TAIL-POWER MT. | A S  | A B O V E                         | AS ABOVE                           | AS ABOVE                                | TECHNICAL ORDER 01-352B-1. (25 DEC. 1943)<br>* B-26B-10,-15 & C-5 HAVE FLEX.TAIL MOUNT INSTEAD OF<br>POWER MOUNT. & REG./GUN SAME AS B-26B-2-MA.<br>* BASIC WEIGHT OF B-26B-15 IS 21,500 LB.                                       |       |                     |                                   |
| B-26B-MA<br>-25 TO -55 INCL<br>B-26C-MQ<br>-30 & -45 INCL | AS ABOVE  | AS ABOVE  | AS ABOVE   | AS ABOVE                                     | 6                              | 2 x 360<br>2 x 121<br>2 x 250<br>1162 TOT | 1)<br>2)<br>2)                   | 300<br>250<br>275                      | NOSE - FLEX.<br>SIDE WAIST-FL.<br>U.PUS.-PACKAGE<br>L.PUS.-PACKAGE<br>UPPER TURRET<br>TAIL-POWER MT.                 | 2-2000<br>2-1600<br>4-1000<br>8- 500<br>16- 250<br>30- 100 | 1-2000<br>(TORPEDO)               | 2-1600<br>1-2000T<br>5200<br>(B)   | NOTE (A)<br>Plus<br>RC-103 &<br>SCR-522 | REPHRASE AS ABOVE<br>* FIXED NOSE GUN DELETED ON LATEST B-26B's and B-26C-45.<br>* ALL MODELS EXCEPT 1st. 75 (B-26C-30) CARRY LESS BOMBS<br>DUE TO DELETION OF 2 REAR BOMB BAYS.<br>* RC-103 & SCR-522 ADDED TO LATER MODELS ONLY. |       |                     |                                   |
| B-26F-MA<br>-1,-2 & -6<br>B-26G-MA<br>-1 TO -25           | AS ABOVE  | AS ABOVE  | S 71'0"<br>L 96'1"<br>H 20'11"<br>T 22'0"<br>W 658 Sq. ft. | B 25500<br>C 37000<br>A-37000<br>W 47600 (C) | 5                              | 2 x 360<br>2 x 121<br>2 x 250<br>1500 TOT | 1)<br>2)<br>2)<br>2)             | 300<br>250<br>275<br>400<br>900        | NOSE - FLEX.<br>SIDE WAIST-FL.<br>U.PUS.-PACKAGE<br>L.PUS.-PACKAGE<br>UPPER TURRET<br>TAIL-POWER MT.                 | 2-2000<br>2-1600<br>4-1000<br>8- 500<br>10- 250<br>20- 100 | NONE                              | 4000                               | AS ABOVE                                | TECHNICAL ORDER 01-352C-1. (15 FEB. 1944)<br>* B-26G DESIGNATION IS USED FOR AIRPLANES WITH<br>AN FITTINGS; NO OTHER MAJOR CHANGES.  |       |                     |                                   |

| MODEL<br>&<br>BLOCK NO.                                    | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND |                                      |                                   |                               |                                      | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |   |                                 |                                    |                                 | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                       |   |                                       |                                    |                               |                             |                       | REMARKS<br>ON<br>PERFORMANCE      |                                |                              |                                   |                                |                                 |                                 |
|--|--|--------------------------------------|-----------------------------------|-------------------------------|--------------------------------------|---|---|---------------------------------|------------------------------------|---------------------------------|---|-----------------------|---|---------------------------------------|------------------------------------|-------------------------------|-----------------------------|-----------------------|-----------------------------------|--------------------------------|------------------------------|-----------------------------------|--------------------------------|---------------------------------|---------------------------------|
|  | GROSS<br>WEIGHT<br>LB.                       | TO CLEAR 50'                         |                                   | GROUND-RUN                    |                                      | WEIGHT<br>LB.                                 | MIL. POWER                                      |                                 | MAX. CONTIN. POWER                 |                                 | TAKE<br>OFF<br>WEIGHT<br>LB.  | BOMBS<br>CARGO<br>LB. | TOTAL<br>FUEL<br>U.S. GAL.                  | MAX. CONTINUOUS POWER                 |                                    |                               |                             | LONG RANGE            |                                   |                                |                              |                                   |                                |                                 |                                 |
|  |  | T.O.<br>DIST.<br>FT.                 | LAND.<br>DIST.<br>FT.             | T.O.<br>DIST.<br>FT.          | LAND.<br>DIST.<br>FT.                |   | STD.<br>ALT.<br>FT.                             | HIGH<br>SPEED<br>M.P.H.         | RATE<br>OF<br>CLIMB<br>FT./MIN.    | HIGH<br>SPEED<br>M.P.H.         |   |                       |   | RATE<br>OF<br>CLIMB<br>FT./MIN.       | TIME<br>TO<br>CLIMB<br>MIN.        | AT 10000 FT.                  |                             | AT 25000 FT.          |                                   | AT 10000 FT.                   |                              |                                   |                                |                                 |                                 |
|  |  | FT.                                  | MPH                               | FT.                           | MPH                                  |   | FT.   | MPH                             | MPH                                | MPH                             |   |                       |   | MPH                                   | MIN.                               | RANGE                         | ENDUR.                      | RANGE                 |                                   | ENDUR.                         | RANGE                        | ENDUR.                            | RANGE                          | ENDUR.                          |                                 |
| B-26B-MA<br>B,-2,-3&-4                                     | 24000<br>28000<br>32000<br>35000<br>36000    | -<br>-<br>3050<br>4000<br>4300       | 2300<br>2900<br>3500<br>-<br>-    | 110<br>120<br>130<br>-<br>-   | 1600<br>2100<br>2350<br>2600<br>3150 | 35000   | 20000<br>15000<br>10000<br>5000<br>S L          | 270<br>298<br>291<br>294<br>281 | 300<br>750<br>1000<br>1150<br>1500 | 265<br>600<br>288<br>283<br>265 | 200<br>114.0<br>900<br>7.7<br>0.0   | 26.5                  | 34000<br>37800<br>35500<br>36000<br>35000   | NONE<br>NONE<br>1162<br>2000T<br>4000 | 1162<br>1500<br>1162<br>962<br>962 | 950<br>900<br>962<br>650      | 3.2<br>3.2<br>-<br>-<br>2.0 | -<br>-<br>-<br>-<br>- | -<br>-<br>-<br>-<br>-             | -<br>-<br>-<br>-<br>-          | 2000<br>1950<br>1900<br>1250 | 9.9<br>9.7<br>9.5<br>6.3          |                                |                                 |                                 |
| B-26B-MA<br>-10 TO -20 INCL<br>B-26C-MQ<br>-5 TO -25 INCL  | 28000<br>32000<br>35000<br>36000<br>38200    | 2400<br>3050<br>4000<br>4300<br>6100 | 2200<br>2400<br>-<br>-<br>-       | 135<br>136<br>-<br>-<br>-     | 1500<br>2000<br>2500<br>2850<br>-    | 37000   | 20000<br>15000<br>10000<br>5000<br>S L          | 282<br>-<br>271<br>285<br>270   | -<br>-<br>1000<br>1300             | 320<br>390<br>550<br>629<br>250 | 38.6<br>11.2<br>4.1<br>0.0  | -                     | *38200<br>37800<br>*38200<br>36300<br>38100 | NONE<br>NONE<br>1162<br>2000T<br>4000 | 1162<br>1000<br>1162<br>962<br>962 | 5.2<br>3.8<br>3.8<br>-<br>2.5 | -<br>-<br>-<br>-<br>-       | -<br>-<br>-<br>-<br>- | 2375<br>1725<br>1700<br>-<br>1050 | 10.6<br>7.8<br>7.8<br>-<br>4.9 | -<br>-<br>-<br>-<br>-        | 2600<br>1825<br>1800<br>-<br>1075 | 13.3<br>9.2<br>9.2<br>-<br>5.4 | * MUST BE STRIPPED TO 38200 LB. |                                 |
| B-26B-MA<br>-25 TO -55 INCL.<br>B-26C-MQ<br>-30 & -45 INCL | AS ABOVE                                     | AS ABOVE                             | AS ABOVE                          | AS ABOVE                      | AS ABOVE                             | 37000   | AS ABOVE  | AS ABOVE                        | AS ABOVE                           | AS ABOVE                        | AS ABOVE  | AS ABOVE              | 37800<br>34100<br>36300<br>38100            | NONE<br>NONE<br>2000T<br>4000         | 1162<br>962<br>962<br>962          | 1000<br>650<br>962<br>650     | 3.8<br>2.4<br>-<br>2.5      | -<br>-<br>-<br>-      | -<br>-<br>-<br>-                  | 1725<br>1125<br>-<br>1050      | 7.8<br>4.9<br>-<br>4.9       | -<br>-<br>-<br>-                  | 1825<br>1250<br>-<br>1075      | 9.2<br>6.3<br>-<br>5.4          |                                 |
| B-26F-MA<br>-1,-2 & -6<br>B-26G-MA<br>-1 TO -25            | 28000<br>32000<br>35000<br>36000<br>38200    | 2300<br>2450<br>2660<br>2900<br>3600 | 2200<br>2400<br>2600<br>3650<br>- | 122<br>122<br>125<br>127<br>- | 1500<br>1750<br>1300<br>2900<br>2100 | 37000   | 25000<br>20000<br>15000<br>10000<br>5000<br>S L | 255<br>-<br>274<br>277<br>283   | -<br>-<br>269<br>390<br>1000       | 258<br>350<br>390<br>630<br>242 | -<br>-<br>31.6<br>17.2<br>8.1<br>0.0  | -                     | 36000<br>36200<br>34200<br>38200            | NONE<br>NONE<br>1000<br>4000          | 1500<br>1850<br>1000<br>1000       | 1050<br>875<br>675<br>675     | 3.9<br>3.3<br>2.5<br>2.6    | -<br>-<br>-<br>-      | -<br>-<br>-<br>-                  | 1775<br>1500<br>1175<br>1100   | 8.0<br>6.5<br>5.1<br>5.1     | -<br>-<br>-<br>-                  | 1875<br>1600<br>1300<br>1185   | 9.6<br>8.1<br>6.6<br>5.7        | * MUST BE STRIPPED TO 38200 LB. |

NOTES: (A)

24 VOLT RADIO SYSTEM  
SCR-211 FREQUENCY METER  
SCR-2690 RADIO COMPASS  
SCR-2714 COMMAND SET  
SCR-287A LIAISON SET  
SCR-535 SET (or SCR-995 or SCR-995)  
SCR-578 EMERGENCY TRANSMITTER  
RC-32 FILTER EQUIPMENT (or RC-198)  
RC-36 INTERPHONE AMPLIFIER  
RC-138 MARKER BEACON

WEIGHT FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK  
\* MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.  
(B) TORPEDOS BEING USED IN LIMITED QUANTITIES ONLY.  
WITH MAXIMUM BOMB LOAD SHOWN TORPEDO MUST BE DROPPED FIRST.  
(C) LIMITED TO 38200 LB. BY FLYING CHARACTERISTICS.



**B-26**  
"MARAUDER"

MANUFACTURED BY MARTIN (Baltimore) "MA" &amp; MARTIN (Ocala) "MO"

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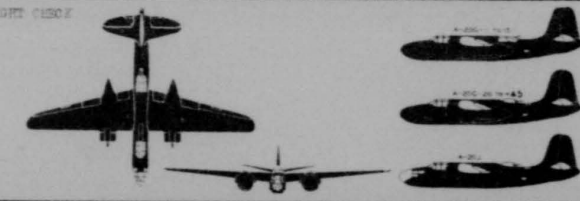
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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                   |   |             |          |       |             |   |  |                            |                    |  |                         |  |            |  |   |           |
|---|-------------------|---|-------------|----------|-------|-------------|---|--|----------------------------|--------------------|--|-------------------------|--|------------|--|---|-----------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP.    |   | SIZE        |          | WT.   | COMBAT CREW | FUEL  |  | ARMAMENT                   |                    |  | BOMBS-CARGO-PASS.       |  |            | RADIO  | REMARKS & REFERENCE   |           |
|   | ENGINE MFR. MODEL | PROP. MFR. TYPE   | B.H.P./ALT. | S-SPAN   |       |             | B-BASIC   | TANK                                       | NO. TANKS & CAPACITY       | NO. GUNS & CALIBER | RDS PER GUN                                    | LOCATION & TYPE         | INTERNAL                                       | EXTERNAL   |  |   | MAX. LOAD |
|   |                   |   | T-TAKE-OFF  | L-LENGTH |       |             | C-COMBAT  | TYPE OR LOCATION                           | US GAL.                    |                    |  |                         | NO. & SIZE                                     | NO. & SIZE |  |   | LB.       |
| A-20G-DO<br>-1 TO -15 INCL.                           | 2                 | WEIGHT<br>R-2600-25<br>2 SPD. SUPERCHARGER<br>HAMILTON STD.<br>11 1/2" DIA. - 38L<br>P.P. HYDRA-MATIC | 1600/5 L    | 51'4"    | 17800 | 3           | INBD. WINGS<br>OUTRD. WINGS<br>FUS. (BOMB B.)<br>PROP. EXTER. | 2 x 150<br>2 x 64<br>2 x 70<br>4 - 650     | 1 (.30 or<br>1.50<br>6-.50 | 500<br>500<br>350  | TUNNEL - FLEX.<br>REAR COCKPIT<br>NOSE - FIXED | 4-500<br>4-250<br>4-100 | (SEE C)<br>1-2000 T                            | 2000       | SCR-271A<br>SCR-535A<br>SCR-695A<br>MS - 26Y<br>RC - 36<br>RC-320-198    | TECHNICAL ORDER 01-40 (10 NOV. 1944)<br>ARMAMENT FOR A-20G-1 IS (2) .50 CAL. FIXED NOSE GUNS OF 350 RIF. EACH & (4) 20MM NOSE CANNON, TYPE M2 OF 60 RIF. EACH; MAJORITY ALLOCATED TO FOREIGN POWER. |           |
| A-20G-DO<br>-20 TO -45 INCL.                          | 2                 | AS ABOVE  | AS ABOVE    | AS ABOVE | 17700 | 3           | INBD. WINGS<br>OUTRD. WINGS<br>FUS. (BOMB B.)<br>PROP. - EXT. | 2 x 136<br>2 x 64<br>3 - 325<br>1 x 37 1/2 | 1)<br>2) .50<br>6)         | 400<br>400<br>350  | TUNNEL - FLEX.<br>UPPER TURRET<br>NOSE - FIXED | 4-500<br>4-250<br>4-100 | (SEE C)<br>1-2000 T<br>4-500<br>4-500<br>4-100 | 4000       | SCR-271A<br>SCR-535A<br>SCR-695A<br>MS-26Y<br>RC-36<br>RC-198<br>SCR-522 | REFERENCE AS ABOVE<br>NO PROVISIONS FOR TORPEDO ON A-20G-10 & -15.<br>A-20G-15 HAS MS-26C INSTEAD OF MS-26Y.<br>SCR-522 INSTALLED ON THE -15'S ONLY.  |           |
| A-20J-DO<br>-1 TO -15 INCL.                           | 2                 | AS ABOVE  | AS ABOVE    | AS ABOVE | 17800 | 4           | AS ABOVE  | AS ABOVE                                   | 1)<br>2) .50               | 400<br>400<br>350  | TUNNEL - FLEX.<br>UPPER TURRET<br>NOSE - FIXED | AS ABOVE                | AS ABOVE                                       | 4000       | SCR-271A<br>SCR-695A<br>MS - 26C<br>RC - 36<br>RC-198<br>SCR-522         | REFERENCE AS ABOVE<br>NO PROVISIONS FOR TORPEDO ON A-20J-15 & -20.  |           |

| MODEL & BLOCK NO.            | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND |             |               |            |             |           | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |               |                    |               |                 |             | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                       |              |              |                   |              |              |              |              | REMARKS ON PERFORMANCE |              |              |        |
|------------------------------|--|-------------|---------------|------------|-------------|-----------|---|---------------|--------------------|---------------|-----------------|-------------|---|-----------------------|--------------|--------------|-------------------|--------------|--------------|--------------|--------------|------------------------|--------------|--------------|--------|
|                              | TO CLEAR 50'                                 |             | LANDING SPEED | GROUND-RUN |             | STD. ALT. | MIL. POWER                                    |               | MAX. CONTIN. POWER |               | TAKE OFF WEIGHT | BOMBS CARGO | TOTAL FUEL  | MAX. CONTINUOUS POWER |              |              | MAX. CRUISE POWER |              |              | LONG RANGE   |              |                        |              |              |        |
|                              | T.O. DIST.                                   | LAND. DIST. |               | T.O. DIST. | LAND. DIST. |           | HIGH SPEED                                    | RATE OF CLIMB | HIGH SPEED         | RATE OF CLIMB |                 |             |   | TIME TO CLIMB         | AT 10000 FT. | AT 25000 FT. | AT 10000 FT.      | AT 25000 FT. | AT 10000 FT. | AT 25000 FT. | AT 10000 FT. |                        | AT 25000 FT. | AT 10000 FT. |        |
|                              | LB   | FT.         | MPH           | FT.        | FT.         | FT.       | MPH   | FT./MIN.      | MPH                | FT./MIN.      | MIN.            | LB          | LB  | US GAL.               | RANGE        | ENDUR.       | RANGE             | ENDUR.       | RANGE        | ENDUR.       | RANGE        |                        | ENDUR.       | RANGE        | ENDUR. |
| A-20G-DO<br>-1 TO -15 INCL.  | 24000  | 2550        | 3000          | 95         | 2000        | 1850      | 25000   | 275           | 420                | 274           | 200             | 14.5        | 25300   | NONE                  | 1080         | 925          | 3-1               | 1170         | 4.8          | 1440         | 5-7          | 1360                   | 6-3          | 2055         | 10.5   |
| A-20G-DO<br>-20 TO -45 INCL. | 21000  | 3250        | 3350          | 100        | 2700        | 2100      | 20000   | 302           | 420                | 208           | 300             | 14.5        | 24000   | 2000                  | 540          | 430          | 1.5               | 435          | 2.2          | 630          | 2.5          | 505                    | 2.6          | 680          | 4.2    |
| A-20J-DO<br>-1 TO -20 INCL.  | 26000  | 5000        | -             | -          | 3850        | -         | 19000   | 319           | 1180               | 112           | 1000            | 6.2         | 24000   | 2000 T                | 540          | 350          | 1.4               | 405          | 2.2          | 565          | 2.3          | 460                    | 2.6          | 785          | 4.0    |

NOTES: (A) CRITICAL FLIGHT CHARACTERISTICS RESULT ABOVE 27000 LB. (B) FUEL TANKS ARE CARRIED IN BOMB BAYS WITHOUT AFFECTING BOMB LOAD CAPACITY. (C) PROVISIONS ONLY, FOR TORPEDO: A-20 SERIES NOT BEING USED FOR TORPEDO MISSIONS AS PER MILITARY REQUIREMENTS POLICY NO. 37 DATED JULY 3, 1943. RANGE VALUES WITH TORPEDO ARE SHOWN FOR COMPARATIVE REFERENCE.

SEE FIGURES ARE PRELIMINARY; SUBJECT TO REVISIONS AFTER FLIGHT CHECKS  
\* MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.  
T TORPEDO (REPLACES INTERNAL BOMBS WHEN CARRIED)  
E EXTERNAL



**A-20**  
"HAVOC"

MANUFACTURED BY DOUGLAS (SANTA MONICA) "DO"

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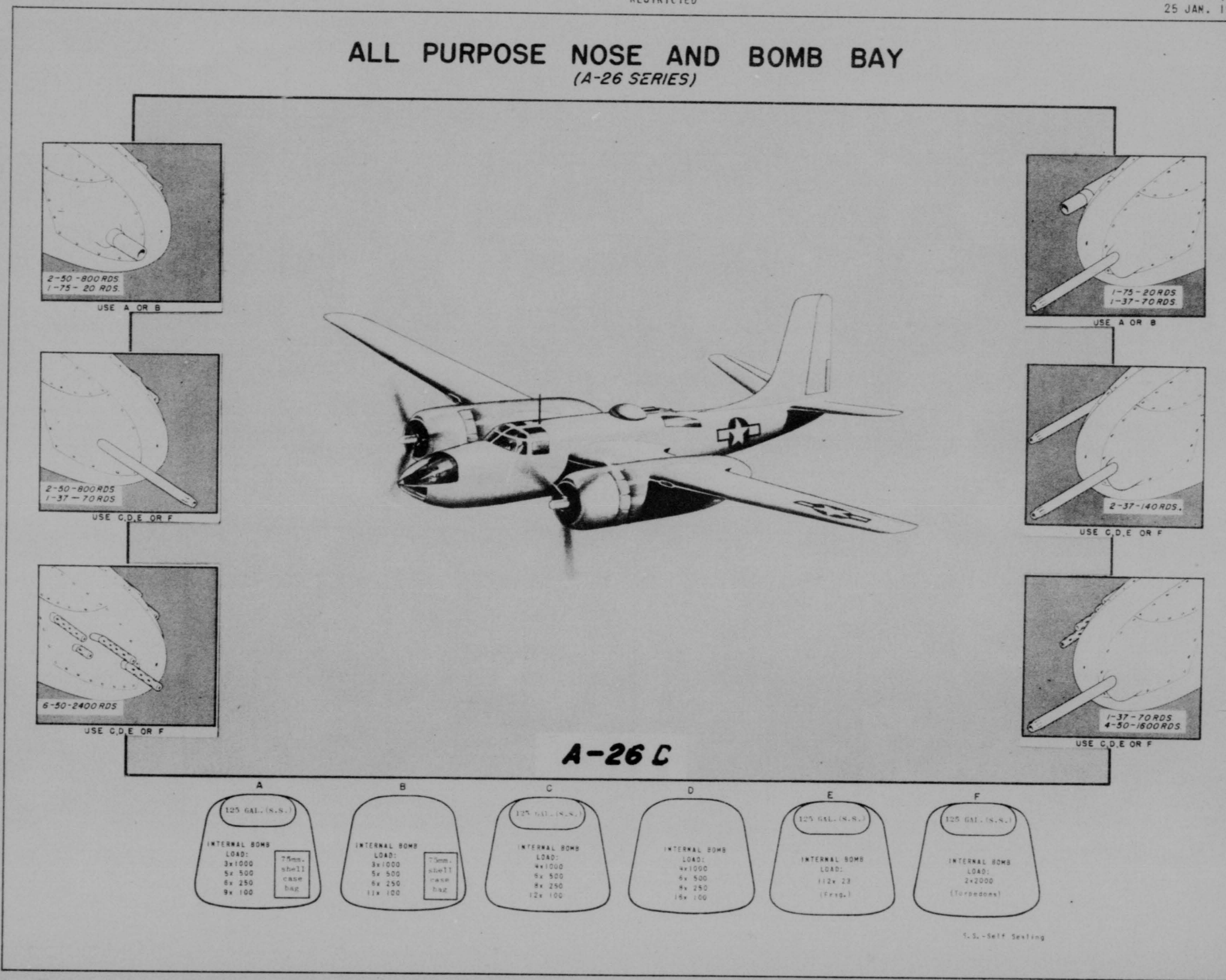


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PAGE 22  
AS OF:  
25 JAN. 1945

**ALL PURPOSE NOSE AND BOMB BAY  
(A-26 SERIES)**



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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART        |   |   |   |                              |             |  |   |   |   |  |  |  |   |   |  |               | PAGE 28<br>AS OF:<br>23 FEB. 1945 |
|--|---|---|---|------------------------------|-------------|--|---|---|---|--|--|--|---|---|--|---------------|-----------------------------------|
| MODEL & BLOCK NO.  | ENGINE & PROP.  |   | SIZE  | WT.                          | COMBAT CREW | FUEL   |   | ARMAMENT                                |   |  | BOMBS-CARGO-PASS.                      |  | RADIO   | REMARKS & REFERENCE   |  |               |                                   |
|  | ENGINE MFR. MODEL<br>SUPERCHARGER PROP MFR. TYPE  | B.H.P./ALT.<br>T-TAKE-OFF<br>M-MILITARY<br>C-CONTINUOUS |   |                              |             | S-SPAN<br>L-LENGTH<br>H-HEIGHT<br>T-TREAD<br>W-WING AREA<br>W-WAR MAX. | B-BASIC<br>C-COMBAT<br>W-WAR MAX.                     | TANK TYPE OR LOCATION                   | NO. TANKS & CAPACITY U.S. GAL.                            | NO. GUNS & CALIBER   | RDS PER GUN                            | LOCATION & TYPE                        |   | INTERNAL NO. & SIZE OR STATION  | EXTERNAL NO. & SIZE OR CAPACITY  | MAX. LOAD LB. | TYPE                              |
| A-26B-1 to -5 (DL)<br>A-26B-1 to -5 (DT)                     | PRATT-WHITNEY R-2500-27 SINGLE ST.-2 SPD. HAMILTON STD. 12" DIA. - 3BL. F.P., HYDROMATIC        | T 2000/5 L<br>M 2000/1500<br>C 1600/6500<br>1150/14000  | S 70'<br>L 49'11"<br>H 18' 6"<br>T 19' 6"<br>W 54.0 sq. | B 23275<br>C 35000<br>42300B | 2           | MAIN - WING<br>AUX. - WING<br>BOMB BAY (3)<br>B-RAY (FERRY)<br>SKS (r) | 2 x 300<br>2 x 100<br>1 x 125<br>1 x 675<br>1600 TOT. | 1-7532<br>2-.50<br>2-.50<br>2-.50A<br>2 | 20<br>500<br>500<br>300                                   | * NOSE - TURRET<br>UPPER TURRET<br>LOWER TURRET<br>A WINGS-PACKAGE | b1-1000<br>b6-500<br>b8-250<br>b16-100 | b2-2000T<br>b4-500<br>b4-250<br>b4-100 | 4-1000<br>4-500<br>4-250<br>4-100                             | SCR-274a<br>SCR-595<br>MN-26C<br>RC-36<br>SCR-522   | TECHNICAL ORDER 01-LOAD-1. (REV. 10 JAN. 1945)<br>(*) PARTS PROCURED FOR SERVICE INSTALLATION OF ALL-PURPOSE NOSE AS SHOWN ON OPPOSITE PAGE.<br>(b) SEE PAGE OPPOSITE FOR BOMB LOAD CARRIED WITH 7500L GUS.<br>(c) NORMAL CREW (2) WITH 7500L GUS. CREW IS (3).<br>(f) THE A-26B-1-DL HAS NO SELF SEALING BOMB BAY TANK. |               |                                   |
| A-26B-DL<br>-10 to -45 INCL.<br>A-26B-DT<br>-10 to -25 INCL. | PRATT-WHITNEY R-2500-27 or -71 SINGLE ST.-2 SPD. HAMILTON STD. 12" DIA. - 3BL. F.P., HYDROMATIC | AS ABOVE  | S 70'<br>L 50'7"<br>H 18'6"<br>T 19'6"<br>W 54.0 sq.    | B 23325<br>C 35000<br>42300B | 2           | AS ABOVE   | 6)<br>2) .50<br>2)<br>2) .50A<br>2)                   | 400<br>500<br>500<br>300                | * NOSE<br>UPPER TURRET<br>LOWER TURRET<br>A WINGS-PACKAGE | A S  | A B O V E                              | 4-1000<br>4-500<br>4-250<br>4-100      | SCR-274a<br>SCR-522<br>SCR-595<br>MN-26Y<br>RC-36<br>AS/AR-7  | TECHNICAL ORDER 01-LOAD-1. (REV. 10 JAN. 1945)<br>(*) SEE PAGE OPPOSITE FOR ALL-PURPOSE NOSE INSTALLATION.<br>* AN/APS-7 7" LITE OF MN-26Y IS INSTALLED IN A-26B-150T AND A-26B-200L AND SUBSEQUENT MODELS. |  |               |                                   |
| A-26C-DT<br>-15 to -30 INCL.                                 | AS ABOVE  | AS ABOVE  | S 70'<br>L 51'3"<br>H 18'6"<br>T 19'6"<br>W 54.0 sq.    | B 23760<br>C 35000<br>42300B | 3           | AS ABOVE   | 2)<br>2) .50<br>2)<br>2)                              | 400<br>500<br>500                       | NOSE<br>UPPER TURRET<br>LOWER TURRET                      | 4-1000<br>6-500<br>8-250<br>16-100                                 | 2-2000T<br>4-500<br>4-250<br>4-100     | 4-1000<br>4-500<br>4-250<br>6000       | SCR-274a<br>SCR-522<br>SCR-595<br>SCR-369<br>RC-36<br>AS/AR-7 | TECHNICAL ORDER 01-LOAD-1. (REV. 5 DEC. 1944)   |  |               |                                   |

| MODEL & BLOCK NO.  | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND |                                |                                   |                              |                                   |        | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |                                 |                                    |                                 |                                 |                                   | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                              |                           |                           |                          |                           |                          |                              |                          |                             | REMARKS ON PERFORMANCE   |                              |                           |  |
|--|--|--------------------------------|-----------------------------------|------------------------------|-----------------------------------|--------|---|---------------------------------|------------------------------------|---------------------------------|---------------------------------|-----------------------------------|---|------------------------------|---------------------------|---------------------------|--------------------------|---------------------------|--------------------------|------------------------------|--------------------------|-----------------------------|--------------------------|------------------------------|---------------------------|--|
|  | TO CLEAR 50'                                 |                                | LANDING                           |                              | GROUND-RUN                        |        | STD. ALT.                                     | MIL. POWER                      | HIGH SPEED                         | RATE OF CLIMB                   | HIGH SPEED                      | RATE OF CLIMB                     | TAKE OFF WEIGHT   | BOMBS CARGO                  | TOTAL FUEL                | MAX. CONTINUOUS POWER     |                          | MAX. CRUISE POWER         |                          | LONG RANGE                   |                          |                             |                          |                              |                           |  |
|  | T.O. DIST.                                   | LAND. DIST.                    | LAND. SPEED                       | T.O. DIST.                   | LAND. DIST.                       | WEIGHT |   |                                 |                                    |                                 |                                 |                                   |   |                              |                           | FT.                       | MPH                      | FT./MIN.                  | MPH                      | FT./MIN.                     | MIN.                     | LB                          |                          | US. GAL.                     | AT 10000 FT.              | AT 25000 FT.   |
| A-26B-1 to -45 (DL)<br>A-26B-1 to -25 (DT)<br>A-26C-15 to -30 (DT) | 25000<br>29000<br>32000<br>35000<br>35000    | -<br>2900<br>3200<br>3250<br>- | 2650<br>2950<br>3200<br>3250<br>- | 96<br>104<br>109<br>111<br>- | 1750<br>2100<br>2150<br>2250<br>- | 35000  | 20000<br>15000<br>10000<br>5000<br>S L        | 337<br>355<br>366<br>350<br>328 | 260<br>720<br>1010<br>1540<br>2030 | 329<br>341<br>330<br>320<br>297 | 100<br>520<br>560<br>220<br>200 | 31.4<br>15.3<br>7.0<br>2.7<br>0.0 | 35000<br>31100<br>31100<br>31600  | NONE<br>NONE<br>3000<br>4000 | 1600<br>925<br>925<br>800 | 1090<br>660<br>660<br>560 | 3.5<br>2.0<br>2.0<br>1.7 | 1115<br>585<br>585<br>485 | 7.0<br>4.4<br>4.3<br>3.7 | 2150<br>1350<br>1300<br>1150 | 7.9<br>4.3<br>4.3<br>3.8 | 2265<br>1175<br>1125<br>970 | 8.0<br>4.6<br>4.6<br>3.9 | 3090<br>1735<br>1640<br>1385 | 13.1<br>7.9<br>6.9<br>5.9 | (*) NO PROVISIONS FOR CRYGEN.<br>(b) WEEN 8 EXTERNAL WING PACKAGE GUNS ARE CARRIED THE HIGH SPEED DECREASES APPROX. 15MPH & RATE OF CLIMB 150FT/MIN. |

NOTES:

(A) THE REMOVABLE WING PACKAGE GUNS ARE AN ALTERNATE INSTALLATION AND MAY BE MOUNTED ON WING BOMB RACKS IN PLACE OF BOMB.

ENGINE NOTE: SOME A-26 MODELS USE WATER INJECTION ENGINES; MODELS R-2500-67 & -79.

RED FIGURES ARE PRELIMINARY, SUBJECT TO REVISION AFTER FLIGHT CHECK.  
\* MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.

\* EXTERNAL  
T TORPEDO

(b) TIRES & BRAKES CRITICAL ABOVE 35000 LB.



A-26

"INVADER"

MANUFACTURED BY DOUGLAS (Long Beach) "DL" & DOUGLAS (Tulsa) "DT"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                   |  |   |  |                              |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |
|---|-------------------|--|---|--|------------------------------|-------------|-----------------------------|---|--------------------|-------------|------------------------------|--------------------------------|---------------------------------|---------------|----------------------------------|---|
| MODEL & BLOCK NO.                                     | ENGINE & PROP.    |  | SIZE                                      |  | WT.                          | COMBAT CREW | FUEL                        |   | ARMAMENT           |             |                              | BOMBS-CARGO-PASS.              |                                 | RADIO         | REMARKS & REFERENCE              |   |
|   | ENGINE MFG. MODEL | B.H.P./ALT.  | S-SPAN                                    | B-BASIC  | T-TAKE-OFF                   |             | TANK TYPE OR LOCATION       | NO. TANKS & CAPACITY U.S. GAL.          | NO. GUNS & CALIBER | RDS PER GUN | LOCATION & TYPE              | INTERNAL NO. & SIZE OR STATION | EXTERNAL NO. & SIZE OR CAPACITY | MAX. LOAD LB. |                                  | TYPE  |
| A-36 A-NA   | 1                 | ALLISON V-1710-27 SINGLE SPEED CURTISS 10 1/2" DIA. - 3 BL. CONST. SPD. ELECT. | T 1325/5400<br>M 1500/2500<br>C 1100/6600 | S 37' 0"<br>L 32' 3"<br>H 12' 2"<br>T 11' 10"<br>W 233 sq. ft. | B 7100<br>C 10000<br>A 10700 | 1           | MAIN - WING<br>KIT. - WINGS | 2 x 90<br>2 x 75<br>2 x 150<br>180 TOT. | 2-.50<br>4-.50     | 200<br>200  | NOSE - FIXED<br>WING - FIXED | NONE                           | 2-500<br>2-325<br>2-250         | 1000          | SCR-271M<br>SCR-535<br>SCR-595** | TECHNICAL ORDER 01-508B-1. ( 10 JULY 1943)<br>** WAR EMERGENCY RATING.<br>** LAST 359 ONLY. |
|   |                   |  | T<br>M<br>C                               | S<br>L<br>H<br>T<br>W  | B<br>C<br>A                  |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |
|   |                   |  | T<br>M<br>C                               | S<br>L<br>H<br>T<br>W  | B<br>C<br>A                  |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |
|   |                   |  | T<br>M<br>C                               | S<br>L<br>H<br>T<br>W  | B<br>C<br>A                  |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |
|   |                   |  | T<br>M<br>C                               | S<br>L<br>H<br>T<br>W  | B<br>C<br>A                  |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |
|   |                   |  | T<br>M<br>C                               | S<br>L<br>H<br>T<br>W  | B<br>C<br>A                  |             |                             |   |                    |             |                              |                                |                                 |               |                                  |   |

| MODEL & BLOCK NO. | TAKE OFF & LANDING     |                      |                   |             | HIGH SPEED & CLIMB      |                   |  |                                 |                                     |                                 | RANGE & ENDURANCE                                      |                                  |                                 |                              |                          |                            |                          |                  |                  |                  | REMARKS ON PERFORMANCE |                            |                          |                                  |
|-------------------|------------------------|----------------------|-------------------|-------------|-------------------------|-------------------|--|---------------------------------|-------------------------------------|---------------------------------|--|----------------------------------|---------------------------------|------------------------------|--------------------------|----------------------------|--------------------------|------------------|------------------|------------------|------------------------|----------------------------|--------------------------|----------------------------------|
|                   | HARD SURFACE - NO WIND |                      |                   |             | AT NORMAL COMBAT WEIGHT |                   |  |                                 |                                     |                                 | STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                                  |                                 |                              |                          |                            |                          |                  |                  |                  |                        |                            |                          |                                  |
|                   | GROSS WEIGHT           | TO CLEAR 50'         |                   | GROUND-RUN  | WEIGHT                  | STD. ALT.         | MIL. POWER                             |                                 | MAX. CONTIN. POWER                  |                                 | TAKE OFF WEIGHT  | BOMBS CARGO-PASS.                | TOTAL FUEL                      | MAX. CONTINUOUS POWER        |                          | MAX. CRUISE POWER          |                          | LONG RANGE       |                  |                  |                        |                            |                          |                                  |
| LB.               | T.O. DIST.             | LAND. DIST.          | LANDING SPEED     | T.O. DIST.  |                         |                   | LAND. DIST.                            | HIGH SPEED                      | RATE OF CLIMB                       | HIGH SPEED                      |  |                                  |                                 | RATE OF CLIMB                | TIME TO CLIMB            | AT 10000 FT.               | AT 25000 FT.             | AT 10000 FT.     | AT 25000 FT.     | RANGE            | ENDUR.                 | RANGE                      | ENDUR.                   |                                  |
| A-36 A-NA         | 9000<br>10000<br>11000 | 2800<br>3400<br>4100 | 3000<br>3500<br>- | -<br>-<br>- | 2050<br>2600<br>3200    | 2100<br>2400<br>- | 20000<br>15000<br>10000<br>5000<br>S L | 288<br>295<br>305<br>310<br>295 | 500<br>1025<br>1525<br>2075<br>2200 | 277<br>285<br>293<br>293<br>275 | 300<br>#<br>#<br>#<br>#                                | 16.6<br>9.1<br>5.1<br>2.4<br>0.0 | 11000<br>10000<br>9000<br>10000 | NONE<br>NONE<br>NONE<br>1000 | 180<br>330<br>180<br>180 | 1400<br>1000<br>550<br>500 | 5.1<br>3.5<br>1.8<br>1.8 | -<br>-<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>-       | 2100<br>1500<br>850<br>800 | 9.4<br>7.0<br>3.5<br>3.4 | * WITH 2-500 LB. EXTERNAL BOMBS. |

NOTES: RED FIGURES ARE PRELIMINARY, SUBJECT TO REVISION AFTER FLIGHT CHECK.  
# MILITARY POWER AVAILABLE FOR 15 MINUTES.



**A-36**  
"MUSTANG"

MANUFACTURED BY NORTH AMERICAN (Inglewood) "NA"

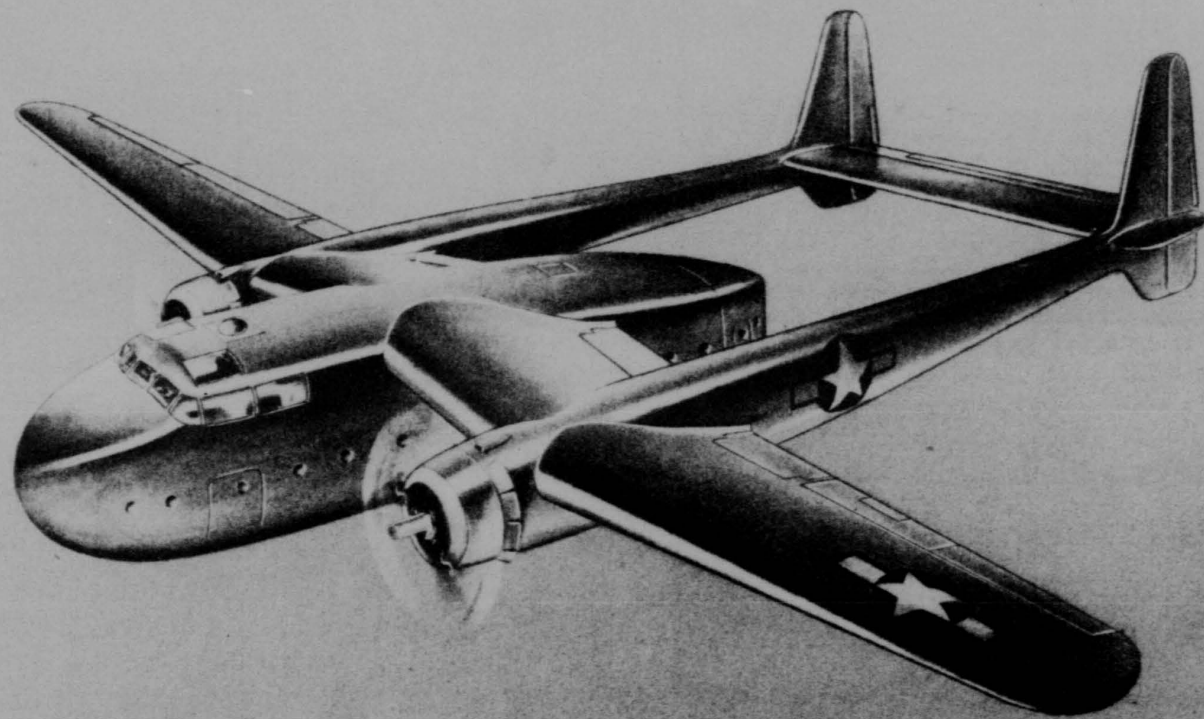
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PAGE 25  
AS OF:  
23 FEB. 1945



*PACKET*  
FAIRCHILD C-82

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART                              |  |   |  |                                |             |   |                                      |           |          |                     |                      |   |                                 |           |  |  |
|--|--|---|--|--------------------------------|-------------|---|--------------------------------------|-----------|----------|---------------------|----------------------|---|---------------------------------|-----------|--|--|
| MODEL & BLOCK NO.  | ENGINE & PROP.   |   | SIZE   |                                | WT.         | COMBAT CREW                               | FUEL                                 |           | ARMAMENT |                     |                      | BOMBS-CARGO-PASS.   |                                 | RADIO     | REMARKS & REFERENCE  |  |
|  | ENGINE MFR.  | B.H.P./ALT.   | S-SPAN   | B-BASIC                        |             |   | TANK                                 | NO. TANKS | NO. GUNS | RDS.                | LOCATION             | INTERNAL  | EXTERNAL                        |           |  | MAX. LOAD  |
|  | MODEL SUPERCHARGER PROP MFR. TYPE  | T-TAKE-OFF M-MILITARY C-CONTINUOUS                      | L-LENGTH H-HEIGHT T-TREAD W-WING AREA                      | C-COMBAT W-WAR MAIL            | OR LOCATION | & CAPACITY U.S. GAL.                      | PER CALIBER                          | PER GUN   | & TYPE   | NO. SIZE OR STATION | NO. SIZE OR CAPACITY | LB.   |                                 |           |  |  |
| C-46A-5 to-55(CU)<br>C-46A-1, -5, -50(CX)<br>C-46A-1, -60(CS)<br>C-46B-1 to-20(CU) | PRATT-WHITENEY<br>R-2800-51 or -75<br>2 SPEED<br>CURTIS<br>13'6" DIA. - 3BL.<br>E.F. HYDROMATIC          | T 2000/5 L<br>M 2000/1500<br>C 1600/13500<br>1450/13000 | S 108'0"<br>L 76'4"<br>H 22'0"<br>T 28'0"<br>W 1360 SQ. '  | B 32400<br>C 16000<br>W 56000A | 4           | WING-PANELS<br>FUSelage                   | 6-1100<br>8x100<br>2200 TOT.         | N         | O        | N                   | E                    | FORE-BELLY<br>AFT-BELLY<br>MAIN-CABIN<br>TROOPS           | 3700<br>1800<br>10000 or<br>50  | 15000     | SCR-211,<br>269,271A,<br>287,518,<br>578 & 695<br>SC-36, 43,<br>103 & 198,<br>AN/APN-1 | TECHNICAL ORDER 01-251A-1. (25 JUNE 1944)<br>* MAX. RADIO COMBINATION LISTED.<br>* R-2500-75 ENGINES ON LATE C-46A-55-CU & C-46B-10-CU.  |
| C-47A to -90 (DL)<br>C-47A to -30 (DX)<br>C-53C & D (DL)                           | PRATT-WHITENEY<br>R-1830-92<br>INTERNAL SUPER.<br>HAMILTON STD.<br>11'7" DIA. - 3BL.<br>E.F. HYDROMATIC  | T 1200/5 L<br>M 1050/7500<br>C 1050/7500                | S 95'0"<br>L 64'6"<br>H 17'0"<br>T 18'6"<br>W 987 SQ. '    | B 16200<br>C 26000<br>W 36500A | 4           | MAIN-WINGS<br>AUX. -WINGS<br>FUSelage     | 2x202<br>8x100<br>1604 TOT.          | N         | O        | N                   | E                    | CARGO or<br>TROOPS or<br>LITTERS                          | 5000<br>27<br>11000 MAX         | 10000 MAX | SCR-211,<br>269,271A,<br>287,518,<br>578 & 695<br>SC-36, 43,<br>103 & 198,<br>AN/APN-1 | TECHNICAL ORDER 01-424G-1. (REV. 5 SEPT. 1944)<br>(a) INCLUDES 1000 LB. MISC. EQUIPMENT.<br>* MAX. RADIO COMBINATION LISTED. (AS/APN-2 ON SOME MODELS)<br>NOTE: C-47 & C-53 BEARING SIMILAR EXCEPT FOR LARGE CARGO DOOR ON C-47 & (28) PLACES ON C-53. |
| C-47B-DK<br>-1 to -20<br>C-47B-DL<br>-1  | PRATT-WHITENEY<br>R-1830-90C<br>2 SPEED<br>HAMILTON STD.<br>11'7" DIA. - 3BL.<br>E.F. HYDROMATIC         | T 1200/5 L<br>M 1050/7500<br>C 930/13600                | S 95'0"<br>L 65'9"<br>H 16'11"<br>T 18'6"<br>W 987 SQ. '   | B 18150<br>C 26000<br>W 36500A | 4           | A S A B O V E                             |                                      | N         | O        | N                   | E                    | A S A B O V E   |                                 |           | SCR-211,<br>269,271A,<br>287,518,<br>578 & 695<br>SC-36, 43,<br>103 & 198,<br>AN/APN-1 | TECHNICAL ORDER 01-424D-1. (NOV. 1944)   |
| C-60A-L0<br>A to -5  | WRIGHT<br>R-1820-67<br>2 SPEED<br>HAMILTON STD.<br>10'6" DIA. - 3BL.<br>E.F. HYDROMATIC                  | T 1200/5 L<br>M 1200/5700<br>C 1000/8100<br>900/16500   | S 65'8"<br>L 49'10"<br>H 12'0"<br>T 15'4"<br>W 551 SQ. '   | B 13000<br>C 21000<br>W 25000  | 3           | FRONT-WINGS<br>REAR -WINGS<br>AUX. -CABIN | 2x150<br>2x172<br>3x134<br>1046 TOT. | N         | O        | N                   | E                    | BELLY<br>CABIN or<br>PARATROOPS                           | 3400<br>6600 or<br>18"          | 8500      | SCR-211,<br>269,271A,<br>287,518,<br>578 & 695<br>SC-36, 43,<br>103 & 198,<br>AN/APN-1 | TECHNICAL ORDER 01-750E-1. (REV. 10 JAN. 1945)<br>* MAX. RADIO COMBINATION LISTED.<br>* 1200 LB. BALLAST REQUIRED IN NOSE TO BALANCE PARATROOPS.   |
| C-82-FA  | PRATT-WHITENEY<br>R-2800-220<br>INTERNAL SUPER.<br>HAMILTON STD.<br>15'2" DIA. - 3BL.<br>E.F. HYDROMATIC | T 2100/5 L<br>M 2100/1000<br>C 1700/1000<br>1450/18500  | S 106'5"<br>L 75'10"<br>H 26'4"<br>T 28'0"<br>W 1100 SQ. ' | B 28500<br>C 47000<br>W 56000A | 5           | MAIN - WINGS<br>AUX. - WINGS              | 4-3120<br>2-344<br>3464 TOT.         | N         | O        | N                   | E                    | *CARGO or<br>JEKPS<br>T-9 TANK<br>or TROOPS or<br>LITTERS | 6500 *<br>5<br>1<br>12<br>32 ** | 19400     | SCR-271A,<br>271A, 211,<br>515, 269,<br>695, 578,<br>SC-36, 43,<br>103,<br>103.        | TECHNICAL ORDER 01-119CB-1.<br>* AIRPLANE DESIGNED FOR TOWING ONE 15000 LB. GLIDER or TWO 7000 LB. GLIDERS.<br>** PLUS (4) CASUALTY ATTENDANTS.  |

| MODEL & BLOCK NO.  | TAKE OFF & LANDING                        |                                   |                           |                     | HIGH SPEED & CLIMB                   |                           |                                 |                                | RANGE & ENDURANCE                                      |                           |                                   |                                  |  |                               |                              |                           |                              |                             | REMARKS ON PERFORMANCE       |                              |                             |                              |   |               |
|--|---|-----------------------------------|---------------------------|---------------------|--------------------------------------|---------------------------|---------------------------------|--------------------------------|--|---------------------------|-----------------------------------|----------------------------------|--|-------------------------------|------------------------------|---------------------------|------------------------------|-----------------------------|------------------------------|------------------------------|-----------------------------|------------------------------|---|---------------|
|  | HARD SURFACE - NO WIND                    |                                   |                           |                     | AT NORMAL COMBAT WEIGHT              |                           |                                 |                                | STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                           |                                   |                                  |  |                               |                              |                           |                              |                             |                              |                              |                             |                              |   |               |
|  | GROSS WEIGHT                              | TO CLEAR 50'                      |                           | LANDING SPEED       | GROUND-RUN                           |                           | STD. ALT.                       | MIL. POWER                     | MAX. CONTIN. POWER                                     | TAKE OFF WEIGHT           | BOMBS CARGO PASS.                 | TOTAL FUEL                       | MAX. CONTINUOUS POWER                          |                               | MAX. CRUISE POWER            |                           | LONG RANGE                   |                             |                              |                              |                             |                              |   |               |
| LB.  | T.O. DIST. FT.                            | LAND. DIST. FT.                   | MPH                       | T.O. DIST. FT.      | LAND. DIST. FT.                      | FT.                       | HIGH SPEED MPH.                 | RATE OF CLIMB FT./MIN.         | HIGH SPEED MPH.  | RATE OF CLIMB FT./MIN.    | TIME TO CLIMB MIN.                | AT 10000 FT.                     | AT 25000 FT.                                   | AT 10000 FT.                  | AT 25000 FT.                 | RANGE MILES.              | ENDUR. HOURS.                | RANGE MILES.                | ENDUR. HOURS.                | RANGE MILES.                 | ENDUR. HOURS.               |                              |   |               |
| C-46A-5 to-55(CU)<br>C-46A-1, -5, -50(CX)<br>C-46A-1, -60(CS)<br>C-46B-1 to-20(CU) | 34000<br>39000<br>45000<br>50000          | -<br>2050<br>2700<br>3500         | 2250<br>2160<br>2550<br>- | 82<br>88<br>95<br>- | 1200<br>1160<br>2000<br>-            | 1600<br>1600<br>1600<br>- | 20000<br>15000<br>10000<br>5000 | 260<br>269<br>264<br>262       | 530<br>780<br>900<br>1100                              | 297<br>264<br>256<br>255  | 400<br>650<br>750<br>900          | 28.4<br>18.6<br>11.6<br>5.5      | 51000<br>47000<br>47000<br>51000               | 2000<br>4000<br>6000<br>10000 | 2200<br>1400<br>1050<br>1050 | 1600<br>850<br>750<br>700 | 6.2<br>3.8<br>2.8<br>2.7     | -<br>-<br>-<br>-            | 2600<br>1400<br>1200<br>1100 | 11.7<br>6.1<br>5.3<br>-      | -<br>-<br>-<br>-            | 2950<br>1900<br>1350<br>1200 | 14.3<br>9.8<br>6.1<br>6.1   |               |
| C-47A to -90 (DL)<br>C-47A to -30 (DX)<br>C-53C & D (DL)                           | 21000<br>23000<br>26000<br>29500          | -<br>1850<br>2100<br>2200         | 2100<br>2300<br>2600<br>- | 66<br>66<br>73<br>- | 1300<br>1160<br>2000<br>-            | 1600<br>1600<br>-         | 20000<br>15000<br>10000<br>5000 | SAME AS FOR MAX. CONTIN. POWER | 201<br>217<br>224<br>219                               | 360<br>650<br>900<br>1250 | 29.7<br>15.6<br>10.0<br>5.0       | 29500<br>26000<br>29500<br>29500 | NOSE<br>2000<br>804<br>or (27) TROOPS          | 1604<br>1004<br>850<br>650    | 1350<br>850<br>1090<br>650   | 6.2<br>3.8<br>3.0<br>3.0  | ABOVE TICAL CRUISING CEILING | 2340<br>1560<br>1115<br>5.8 | 12.3<br>8.3<br>5.8<br>-      | ABOVE TICAL CRUISING CEILING | 3050<br>2100<br>1475<br>9.0 | 18.6<br>12.9<br>9.0<br>-     | * MAX. PERMISSIBLE LEVEL FLIGHT SPEED FOR 29000 LB. IS 187 MPH. (I.A.S.)                              |               |
| C-47B-DK<br>-1 to -20<br>C-47B-DL<br>-1  | 21000<br>23000<br>26000<br>29500          | 2100<br>2350<br>2850<br>3300      | 1530<br>1650<br>2750<br>- | 71<br>73<br>76<br>- | 1000<br>940<br>1700<br>2150          | 850<br>940<br>980<br>-    | 20000<br>15000<br>10000<br>5000 | SAME AS FOR MAX. CONTIN. POWER | 223<br>227<br>224<br>219                               | 500<br>780<br>900<br>1250 | 24.0<br>15.0<br>10.0<br>5.0       | 29500<br>29000<br>26000<br>29500 | NOSE<br>1400<br>2800<br>5000<br>or (27) TROOPS | 1604<br>1204<br>1004<br>804   | 1350<br>1090<br>850<br>650   | 6.2<br>5.3<br>3.8<br>3.0  | 2550<br>2040<br>1600<br>1190 | 12.9<br>10.4<br>7.9<br>6.2  | 2340<br>1675<br>1560<br>1115 | 12.2<br>9.4<br>8.3<br>5.5    | -<br>-<br>-<br>-            | 3050<br>2475<br>2100<br>1475 | 18.6<br>14.4<br>12.9<br>9.0   | A S A B O V E |
| C-60A-L0<br>A to -5  | 14000<br>17500<br>18500<br>21000<br>23000 | -<br>1600<br>2050<br>2850<br>3300 | 2150<br>2600<br>2700<br>- | 61<br>68<br>70<br>- | 1700<br>2100<br>1150<br>1600<br>1900 | 2100<br>2100<br>2200<br>- | 20000<br>15000<br>10000<br>5000 | 259<br>269<br>260<br>255**     | 650<br>1300<br>1400<br>1600                            | 235<br>362<br>355<br>247  | 500<br>1000<br>1200<br>3.0<br>0.0 | 21000<br>23000                   | 1150<br>5000*                                  | 1046<br>644                   | 1000<br>600                  | 4.1<br>2.5                | ABOVE TICAL CRUISING CEILING | 1450<br>850                 | 6.3<br>3.9                   | ABOVE TICAL CRUISING CEILING | 2300<br>1200                | 13.0<br>7.0                  | * 5000 LB. CARGO or 18 PARATROOPS & 1200 LB. BALLAST IN NOSE.<br>** SPEED RESTRICTED IN LEVEL FLIGHT. |               |
| C-82-FA  | 35000<br>42000<br>50000                   | 2050<br>2775<br>1220              | 1175<br>1110<br>-         | 85<br>91<br>-       | 1100<br>1950<br>3000                 | 2055<br>2360<br>-         | 20000<br>15000<br>10000<br>5000 | 225<br>227<br>223<br>228       | 180<br>360<br>540<br>900                               | 222<br>221<br>221<br>212  | 39.0*<br>21.1*<br>10.9*<br>4.5*   | 50000<br>42000<br>50000<br>50000 | NOSE<br>2500<br>10000<br>19400                 | 3464<br>1850<br>1925<br>1644  | 1425<br>950<br>950<br>110    | 8.6<br>4.4<br>4.6<br>0.8  | ABOVE TICAL CRUISING CEILING | 3435<br>1895<br>1705<br>230 | 18.8<br>10.2<br>9.5<br>1.1   | ABOVE TICAL CRUISING CEILING | 3950<br>2250<br>1775<br>240 | 27.1<br>16.2<br>12.2<br>1.7  | * TIME TO CLIMB BASED ON MILITARY POWER.  |               |

NOTES:  
RED DESIGNATES PRELIMINARY DATA.  
(A) PERMISSIBLE ONLY WITH ALL WING TANKS FULL.

|  |  |   |   |
|--|--|---|---|
|  <p>C-82 "PACKET"</p> |  <p>C-46A "COMMANDO"</p> |  <p>C-47A "SKYTRAIN"</p> |  <p>C-60A "LODESTAR"</p> |
| MANUFACTURED BY FAIRCHILD (MADISON) "FA" & NORTH AMERICAN (DALLAS) "NT"                                  | CURTIS (BUFFALO) "CU" & CURTIS (ST. LOUIS) "CS"  | DOUGLAS (LONG BEACH) "DL" & DOUGLAS (OKLAHOMA) "DK"   | LOCKHEED (SERRANO) "LO"   |

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |   |  |  |   |                       |                                |  |   |                         |  |                                       |  |  |        |                     |      |
|---|---|--|--|---|-----------------------|--------------------------------|--|---|-------------------------|--|---------------------------------------|--|--|--------|---------------------|------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP.                                |  | SIZE   |   | WT.                   |                                | FUEL   |   | ARMAMENT                |  | BOMBS-CARGO-PASS.                     |  | RADIO  |        | REMARKS & REFERENCE |      |
|   | ENGINE MFR. MODEL SUPERCHARGER PROP MFR. TYPE | B.H.P./ALT. T-TAKE-OFF M-MILITARY C-CONTINUOUS                         | S-SPAN L-LENGTH H-HEIGHT T-TREAD W-WING AREA | B-BASIC C-COMBAT W-WAR MAX                        | TANK TYPE OR LOCATION | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & PER GUN   | RDS PER GUN                                       | LOCATION & TYPE         | INTERNAL NO. & SIZE OR STATION                             | EXTERNAL NO. & SIZE OR CAPACITY       | MAX. LOAD LB.  | TYPE   |        |                     |      |
|   |   |  |  |   |                       |                                |  |   |                         |  |                                       |  |  | NUMBER |                     | TYPE |
| P-38F-LO  | 2   | ALLISON V-1710-L9 & -53 TURBO CURTISS 11'6" DIA. - 3BL. P.F., ELECTRIC | T 1225/S L M*1150/27000 C 1000/27000         | S 52' 0" L 37'10" H 12'10" T 16' 6" W 328 SQ. FT. | B 13000 C 15300 W -   | 1                              | MAIN - WINGS RES. - WINGS                                  | 2 x 90 2 x 60 300 TOT.                            | 1-20MM. L-50 500 (MAX.) | NOSE-TYPE M1 NOSE-FIXED                                    | NO BOMBS CARRIED                      | SCR-522  | TECHNICAL ORDER 01-75-1. (REV. 30 SEPT. 1944)<br>* LIMITED TO 1150 HP. BECAUSE OF INADEQUATE COOLING.                |        |                     |      |
| P-38F-LO - ITO - 15 INCL                              | 2   | AS ABOVE   | AS ABOVE                                     | AS ABOVE  | B 13600 C 15900 W -   | 1                              | MAIN-WINGS RES.-WINGS DRCP.-EXTER.                         | 2 x 90 2 x 60 2 x 75 2 x 150 500 TOT.             | A S A B O V E           | NONE   | 2-1000 2-500 2-325 2-250 2-100        | 2000 SCR-522 SCR-515*  | REFERENCE AS ABOVE<br>* SPACE ONLY   |        |                     |      |
| P-38G-LO - ITO - 15 INCL                              | 2   | ALLISON V-1710-51 & -55 TURBO CURTISS 11'6" DIA. - 3BL. P.F., ELECTRIC | T 1225/S L M*1150/27000 C 1100/24000         | AS ABOVE  | B 13500 C 15800 W -   | 1                              | AS ABOVE EXCEPT THAT LAST 200 P-38G-10'S ARE SAME AS BELOW | 200   | A S A B O V E           | AS ABOVE EXCEPT LAST 200 P-38G-10'S ONLY ARE SAME AS BELOW | SCR-515* SCR-522 SCR-595              | REFERENCE AS ABOVE<br>* LIMITED TO 1150 HP. BECAUSE OF INADEQUATE COOLING.<br>* SPACE ONLY |  |        |                     |      |
| P-38H-LO - I & -5                                     | 2   | ALLISON V-1710-89 & -91 TURBO CURTISS 11'6" DIA. - 3BL. P.F., ELECTRIC | T 1125/S L M*1125/25000 C 1100/34000         | AS ABOVE  | B 13700 C 16300 W -   | 1                              | MAIN-WINGS RES.-WINGS DRCP.-EXTER.                         | 2 x 90 2 x 60 2 x 75or 2 x 150or 2 x 300 900 TOT. | 1-20MM. L-50 500 (MAX.) | NOSE-AN-ME" C NOSE - FIXED                                 | 2-1500 2-1000 2-500 2-325 2-250 2-100 | 3200 SCR-515* SCR-522 SCR-595  | TECHNICAL ORDER 01-75-1. (REV. 15 FEB. 1945)<br>* LIMITED TO 1240 HP. BECAUSE OF INADEQUATE COOLING.<br>* SPACE ONLY |        |                     |      |

| MODEL & BLOCK NO.        | TAKE OFF & LANDING     |                             |                 |                   |                           |                 | HIGH SPEED & CLIMB      |               |                              |                        |                                      |                        | RANGE & ENDURANCE                                  |                     |                    |                      |                                    |             |                                |             |                         |             | REMARKS ON PERFORMANCE |             |      |
|--------------------------|------------------------|-----------------------------|-----------------|-------------------|---------------------------|-----------------|-------------------------|---------------|------------------------------|------------------------|--------------------------------------|------------------------|--|---------------------|--------------------|----------------------|------------------------------------|-------------|--------------------------------|-------------|-------------------------|-------------|------------------------|-------------|------|
|                          | HARD SURFACE - NO WIND |                             |                 |                   |                           |                 | AT NORMAL COMBAT WEIGHT |               |                              |                        |                                      |                        | STATUTE AIR MILES-NO WIND-NO ALLOWANCE FOR RESERVE |                     |                    |                      |                                    |             |                                |             |                         |             |                        |             |      |
|                          | GROSS WEIGHT LB.       | TO CLEAR 50' T.O. DIST. FT. | LAND. DIST. FT. | LANDING SPEED MPH | GROUND-RUN T.O. DIST. FT. | LAND. DIST. FT. | WEIGHT LB.              | STD. ALT. FT. | MIL. POWER HIGH SPEED M.P.H. | RATE OF CLIMB FT./MIN. | MAX. CONTIN. POWER HIGH SPEED M.P.H. | RATE OF CLIMB FT./MIN. | TIME TO CLIMB MIN.                                 | TAKE OFF WEIGHT LB. | BOMBS CARGO PASSES | TOTAL FUEL U.S. GAL. | MAX. CONTINUOUS POWER AT 10000 FT. |             | MAX. CRUISE POWER AT 25000 FT. |             | LONG RANGE AT 10000 FT. |             |                        |             |      |
|                          |                        |                             |                 |                   |                           |                 |                         |               |                              |                        |                                      |                        |  |                     |                    |                      | RANGE ENDR.                        | RANGE ENDR. | RANGE ENDR.                    | RANGE ENDR. | RANGE ENDR.             | RANGE ENDR. | RANGE ENDR.            | RANGE ENDR. |      |
| P-38F-LO                 | 13500                  | -                           | 2750            | 85                | -                         | 1150            | 15000                   | 25000         | 390                          | 2100                   | 360                                  | 11.0                   | 15800  | NONE                | 300                | 400                  | 1.2                                | 425         | 1.2                            | 700         | 2.4                     | 675         | 2.2                    | 900         | 4.1  |
| P-38F-LO - ITO - 15 INCL | 13500                  | -                           | 2750            | 85                | -                         | 1150            | 15000                   | 25000         | 390                          | 2100                   | 360                                  | 12.0                   | 19900  | NONE                | 900                | 1170                 | 3.9                                | 1200        | 3.8                            | 2070        | 8.1                     | 1900        | 7.1                    | 2270        | 11.2 |
| P-38G-LO - ITO - 15 INCL | 13500                  | 2150                        | 2980            | 90                | 1280                      | 1580            | 15000                   | 25000         | 390                          | 2300                   | 367                                  | 8.8                    | 18000  | NONE                | 600                | 800                  | 2.6                                | 850         | 2.6                            | 1100        | 5.5                     | 1300        | 4.5                    | 1750        | 8.2  |
| P-38H-LO - I & -5        | 13500                  | 2270                        | 3050            | 91                | 1360                      | 1620            | 15000                   | 25000         | 376                          | 2450                   | 354                                  | 6.0                    | 15900  | NONE                | 300                | 400                  | 1.2                                | 400         | 1.2                            | 700         | 2.5                     | 630         | 2.0                    | 900         | 4.1  |
|                          | 17500                  | 3040                        | 3350            | 97                | 1830                      | 1800            | 10000                   | 10000         | 351                          | 2600                   | 340                                  | 4.0                    | 17000  | 1000                | 300                | 385                  | 1.2                                | 395         | 1.2                            | 675         | 2.5                     | 540         | 2.0                    | 850         | 3.9  |
|                          | 19900                  | 4000                        | -               | -                 | 2400                      | -               | 5000                    | 5000          | 347                          | 2800                   | 327                                  | 1.8                    | 18000  | 2000                | 300                | 375                  | 1.2                                | 375         | 1.2                            | 625         | 2.5                     | 520         | 1.8                    | 800         | 3.7  |
|                          |                        |                             |                 |                   |                           |                 | 15800                   | 25000         | 400                          | 1700                   | 390                                  | 11.5                   | 19800  | NONE                | 900                | 1000                 | 3.3                                | 1100        | 3.4                            | -           | -                       | 1780        | 6.2                    | 2200        | 10.8 |
|                          |                        |                             |                 |                   |                           |                 | 15000                   | 20000         | 390                          | 2300                   | 377                                  | 8.5                    | 17800  | NONE                | 600                | 700                  | 2.2                                | 750         | 2.2                            | -           | -                       | 1200        | 4.0                    | 1670        | 7.9  |
|                          |                        |                             |                 |                   |                           |                 | 10000                   | 10000         | 375                          | 2500                   | 362                                  | 5.9                    | 15800  | NONE                | 300                | 340                  | 1.0                                | 350         | 1.0                            | -           | -                       | 570         | 1.8                    | 655         | 3.9  |
|                          |                        |                             |                 |                   |                           |                 | 5000                    | 5000          | 360                          | 2500                   | 347                                  | 3.7                    | 16800  | 1000                | 300                | 330                  | 1.0                                | 320         | 1.0                            | -           | -                       | 510         | 1.7                    | 760         | 3.5  |
|                          |                        |                             |                 |                   |                           |                 | 5000                    | 5000          | 345                          | 2800                   | 333                                  | 1.8                    | 17800  | 2000                | 300                | 310                  | 1.0                                | 310         | 1.0                            | -           | -                       | 480         | 1.6                    | 740         | 3.5  |
| P-38H-LO - I & -5        | 13600                  | -                           | 2750            | 86                | -                         | 1150            | 15000                   | 25000         | 402                          | 1700                   | 398                                  | 9.7                    | 20500  | NONE                | 900                | 1180                 | 4.3                                | 1150        | 3.5                            | 1560        | 5.9                     | 1560        | 5.4                    | 2200        | 10.2 |
|                          | 15500                  | 2000                        | 3050            | 94                | 1200                      | 1650            | 20000                   | 20000         | 387                          | 2300                   | 375                                  | 7.6                    | 18500  | NONE                | 600                | 625                  | 2.1                                | 690         | 2.0                            | 1000        | 3.7                     | 1000        | 3.5                    | 1560        | 7.2  |
|                          | 17500                  | 2600                        | 3500            | 100               | 1400                      | 2000            | 15000                   | 15000         | 372                          | 2500                   | 360                                  | 5.5                    | 16500  | NONE                | 300                | 350                  | 1.2                                | 375         | 1.2                            | 650         | 2.5                     | 650         | 2.2                    | 850         | 4.2  |
|                          | 19500                  | 3500                        | -               | -                 | 2000                      | -               | 10000                   | 10000         | 360                          | 2500                   | 348                                  | 3.5                    | 18500  | 2000                | 300                | 325                  | 1.2                                | 325         | 1.2                            | 575         | 2.5                     | 550         | 2.1                    | 750         | 3.6  |
|                          | 20300                  | 4000                        | -               | -                 | 2300                      | -               | 5000                    | 5000          | 345                          | 2800                   | 332                                  | 1.8                    | 19500  | 3200                | 300                | 300                  | 1.2                                | 300         | 1.2                            | 550         | 2.4                     | 585         | 2.0                    | 700         | 3.4  |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK  
\* MILITARY POWER AVAILABLE FOR 15 MINUTES.



P-38  
"LIGHTNING"

MANUFACTURED BY LOCKHEED (Burbank) "10"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                |  |  |  |                                    |            |   |   |          |                       |                                |                      |   |                                |   |   |                     |                                 |               |
|---|----------------|--|--|--|------------------------------------|------------|---|---|----------|-----------------------|--------------------------------|----------------------|---|--------------------------------|---|---|---------------------|---------------------------------|---------------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP. |  |  | SIZE   |                                    | WT.        |   | COMBAT CREW   | FUEL     |                       | ARMAMENT                       |                      |   | BOMBS - CARGO - PASS.          |   | RADIO   | REMARKS & REFERENCE |                                 |               |
|   | NUMBER         | ENGINE MFR. MODEL  | B.H.P./ALT.  | S-SPAN   | B-BASIC                            | T-TAKE-OFF | L-LENGTH  |   | C-COMBAT | TANK TYPE OR LOCATION | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS PER CALIBER | RDS PER GUN   | LOCATION & TYPE                | INTERNAL NO. & SIZE OR STATION  |   |                     | EXTERNAL NO. & SIZE OR CAPACITY | MAX. LOAD LB. |
|   |                |  |  |  |                                    |            |   |   |          |                       |                                |                      |   |                                |   |   |                     |                                 |               |
| P-40E & E-1 - CU                                      | 1              | ALLISON V-1710-39 SINGLE SPEED CURTISS 11'0" DIA. - 3 BL. CONST. SPD. - 3 BL. ELECT.       | T 1150/ S L<br>M 1150/11700<br>C 1000/10800              | S 37'4"<br>L 31'9"<br>H 12'4"<br>T 8'2"<br>W 236 SQ. FT. | B 6900<br>C 8400<br>A 10000<br>W - | 1          | REAR - WING<br>FRONT - WING<br>PUSELAGES<br>INFP. - BELLY | 1 x 52<br>1 x 35<br>1 x 62<br>1 x 52<br>201 TOT.                  | 6-.50    | 281 (average)         | WING - FIXED                   | NONE                 | 1-500 &<br>2-100 or<br>6-20.<br>1-325<br>1-250<br>1-100 | 700                            | SCR-283 or SCR-274M   | TECHNICAL ORDER 01-25CF-1. (REV. 10 SEPT. 1944).<br>* NO EXTERNAL WING BOMBS ON EARLY MODELS.<br>* WITHOUT BAM. |                     |                                 |               |
| P-40F-CU  | 1              | PACKARD V-1650-1 SINGLE STG. - 2 SPD CURTISS 11'0" DIA. - 3 BL. CONST. SPD. - 3 BL. ELECT. | T 1300/ S L<br>M 1240/11500<br>C 1080/9500<br>1010/16000 | S 37'4"<br>L 33'4"<br>H 12'4"<br>T 8'2"<br>W 236 SQ. FT. | B 7000<br>C 8500<br>A 10000<br>W - | 1          | REAR - WING<br>FRONT - WING<br>PUSELAGES<br>INFP. - BELLY | 1 x 54<br>1 x 37<br>1 x 66<br>1 x 52.75<br>150 or 170<br>327 TOT. | A S      | A B O V E             | A S A B O V E                  | A S A B O V E        | A S A B O V E   | SCR-274M or SCR-522A & SCR-635 | TECHNICAL ORDER 01-25CF-1 (20 SEPT. 1944). REVISED<br>* P-40F-1 LENGTH SAME AS P-40F.<br>ALL SUBSEQUENT MODELS HAVE EXTENDED PUSELAGE.                    |   |                     |                                 |               |
| P-40K-CU  | 1              | ALLISON V-1710-73 SINGLE SPEED CURTISS 11'0" DIA. - 3 BL. CONST. SPD. - 3 BL. ELECT.       | T 1325/ S L<br>M 1150/11800<br>C 1000/11000              | AS ABOVE   | B 6950<br>C 8400<br>A 10000<br>W - | 1          | AS ABOVE  | AS ABOVE  | A S      | A B O V E             | A S A B O V E                  | A S A B O V E        | A S A B O V E   | AS ABOVE                       | TECHNICAL ORDER 01-25CK-1 (15 OCT. 1944). REV.<br>* P-40K-1 & -5 LENGTH SAME AS P-40F.<br>ALL SUBSEQUENT MODELS HAVE EXTENDED PUSELAGE.<br>* WITHOUT BAM. |   |                     |                                 |               |
| P-40L-CU  | 1              | PACKARD V-1650-1 SINGLE STG. - 2 SPD CURTISS 11'0" DIA. - 3 BL. CONST. SPD. - 3 BL. ELECT. | T 1300/ S L<br>M 1240/11500<br>C 1080/9500<br>1010/16000 | AS ABOVE   | B 7000<br>C 8500<br>A 10000<br>W - | 1          | REAR - WING<br>PUSELAGES<br>INFP. - BELLY                 | 1 x 54<br>1 x 66<br>1 x 52.75<br>150 or 170<br>327 TOT.           | 6-.50    | 201 (average)         | WING - FIXED                   | A S A B O V E        | A S A B O V E   | AS ABOVE                       | TECHNICAL ORDER 01-25CH-1 (REV. 20 SEPT. 1944).<br>* P-40L-1 FUEL AND ARMAMENT SAME AS P-40F SERIES.  |   |                     |                                 |               |
| P-40M-CU  | 1              | ALLISON V-1710-81 SINGLE SPEED CURTISS 11'0" DIA. - 3 BL. CONST. SPD. - 3 BL. ELECT.       | T 1200/ S L<br>M 1125/17300<br>C 1000/16400              | AS ABOVE   | B 6950<br>C 8400<br>A 10000<br>W - | 1          | REAR - WING<br>FRONT - WING<br>PUSELAGES<br>INFP. - BELLY | 1 x 54<br>1 x 37<br>1 x 66<br>1 x 52.75<br>150 or 170<br>327 TOT. | 6-.50    | 281 (average)         | WING - FIXED                   | A S A B O V E        | A S A B O V E   | AS ABOVE                       | TECHNICAL ORDER 01-25CM-1. (REV. 15 OCT. 1944).   |   |                     |                                 |               |

| MODEL & BLOCK NO. | TAKE OFF & LANDING                                    |   |   |                                 | HIGH SPEED & CLIMB                     |   |  |                                 |                                      | RANGE & ENDURANCE                                      |                                     |                                       |                                       |                                     |                                 |                               |                               |                               |                               | REMARKS ON PERFORMANCE            |                                 |                                     |                                   |                                 |  |
|-------------------|---|---|---|---------------------------------|--|---|--|---------------------------------|--------------------------------------|--|-------------------------------------|---------------------------------------|---------------------------------------|-------------------------------------|---------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------------------|---------------------------------|-------------------------------------|-----------------------------------|---------------------------------|--|
|                   | HARD SURFACE - NO WIND                                |   |   |                                 | AT NORMAL COMBAT WEIGHT                |   |  |                                 |                                      | STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                                     |                                       |                                       |                                     |                                 |                               |                               |                               |                               |                                   |                                 |                                     |                                   |                                 |  |
|                   | GROSS WEIGHT  | TO CLEAR 50'                              |   | LANDING SPEED                   | GROUND-RUN                             |   | WEIGHT                                   | STD. ALT.                       | MIL. POWER                           | MAX. CONTIN. POWER                                     | TAKE OFF WEIGHT                     | BOMBS                                 | TOTAL FUEL                            | MAX. CONTINUOUS POWER               |                                 | MAX. CRUISE POWER             |                               | LONG RANGE                    |                               |                                   |                                 |                                     |                                   |                                 |  |
| LB.               | T.O. DIST. FT.  | LAND. DIST. FT.                           | MPH                                       | T.O. DIST. FT.                  | LAND. DIST. FT.                        | LB.                                       | FT.                                      | HIGH SPEED                      | RATE OF CLIMB                        | HIGH SPEED   | RATE OF CLIMB                       | TIME TO CLIMB                         | AT 10000 FT.                          | AT 25000 FT.                        | AT 10000 FT.                    | AT 25000 FT.                  | RANGE                         | ENDUR.                        | RANGE                         | ENDUR.                            | RANGE                           | ENDUR.                              | RANGE                             | ENDUR.                          |  |
| P-40E & E-1 - CU  | 7500<br>8100<br>8400<br>8700<br>9100                  | -<br>2800<br>3125<br>3600<br>4300         | 1550<br>1700<br>1750<br>-<br>-            | 84<br>87<br>90<br>-<br>-        | -<br>1600<br>1800<br>1950<br>2300      | 950<br>1050<br>1100<br>-<br>-             | 25000<br>20000<br>15000<br>10000<br>5000 | -<br>330<br>362<br>342<br>320   | -<br>980<br>1150<br>2170<br>2100     | 265<br>300<br>312<br>313<br>296                        | 520<br>#<br>#<br>#<br>#             | 18.2<br>11.5<br>7.6<br>4.8<br>2.4     | 10000<br>9100<br>8700<br>8800<br>9500 | NONE<br>NONE<br>NONE<br>NONE<br>700 | 201<br>119<br>119<br>157<br>157 | 425<br>395<br>300             | 1.5<br>1.1<br>1.1             | -<br>-<br>-                   | 675<br>525<br>450             | 2.7<br>2.0<br>1.9                 | -<br>-<br>-                     | -<br>-<br>-                         | 850<br>650<br>575                 | 4.1<br>3.0<br>2.8               |  |
| P-40F-CU          | 7500<br>8850<br>9200<br>9350<br>9550<br>10000         | -<br>3700<br>4150<br>4400<br>4700<br>5750 | 1700<br>1900<br>2450<br>2550<br>2700<br>- | 81<br>81<br>81<br>81<br>81<br>- | -<br>1600<br>1800<br>1950<br>2300<br>- | 1050<br>1300<br>1350<br>1350<br>1400<br>- | 25000<br>20000<br>15000<br>10000<br>5000 | 350<br>364<br>352<br>340<br>320 | 1000<br>1100<br>1860<br>2210<br>2160 | 500<br>320<br>332<br>320<br>300                        | 18.3<br>11.6<br>7.6<br>4.5<br>2.4   | 10000<br>9350<br>9200<br>8800<br>9500 | NONE<br>NONE<br>NONE<br>NONE<br>700   | 327<br>232<br>209<br>157<br>157     | -<br>350<br>475<br>375<br>385   | -<br>1.8<br>1.5<br>1.2<br>1.2 | -<br>550<br>700<br>600<br>500 | -<br>2.1<br>1.8<br>1.6<br>1.6 | -<br>800<br>700<br>600<br>500 | -<br>3.1<br>2.7<br>2.0<br>2.0     | -<br>-<br>-                     | -<br>-<br>-                         | 1500<br>1000<br>875<br>700<br>600 | 7.2<br>4.5<br>4.0<br>3.3<br>2.9 |  |
| P-40K-CU          | 7500<br>8800<br>9150<br>9300<br>9500<br>10000         | -<br>2950<br>3150<br>3200<br>3350<br>-    | 1700<br>1950<br>2000<br>2050<br>2100<br>- | 81<br>81<br>81<br>81<br>81<br>- | -<br>1800<br>1900<br>1950<br>2050<br>- | 1050<br>1300<br>1350<br>1400<br>-         | 25000<br>20000<br>15000<br>10000<br>5000 | -<br>330<br>362<br>342<br>320   | -<br>1100<br>1650<br>2000<br>2100    | 265<br>300<br>312<br>313<br>296                        | 520<br>#<br>#<br>#<br>#             | 18.5<br>11.2<br>7.5<br>4.9<br>2.4     | 10000<br>9300<br>9150<br>8800<br>9500 | NONE<br>NONE<br>NONE<br>NONE<br>700 | 327<br>232<br>209<br>157<br>157 | -<br>500<br>400<br>350<br>300 | -<br>1.7<br>1.4<br>1.1<br>1.1 | -<br>900<br>750<br>600<br>550 | -<br>3.5<br>3.1<br>2.2<br>2.2 | -<br>-<br>-                       | -<br>-<br>-                     | 1100<br>1000<br>900<br>700<br>600   | 6.3<br>5.0<br>4.3<br>3.1<br>3.0   |                                 |  |
| P-40L-CU          | 7500<br>8400<br>8600<br>8800<br>9100<br>9300<br>10000 | SUBSTANTIALLY SAME AS P-40F               |   |                                 | SUBSTANTIALLY SAME AS P-40F            |   |  |                                 |                                      | 10000<br>9750<br>9100<br>8600<br>9100                  | NONE<br>NONE<br>NONE<br>NONE<br>700 | 327<br>291<br>195<br>120<br>120       | -<br>-<br>1.4<br>0.8<br>1.2           | -<br>-<br>425<br>300<br>350         | -<br>-<br>1.6<br>1.2<br>1.2     | -<br>-<br>650<br>425<br>350   | -<br>-<br>2.5<br>1.4<br>1.4   | -<br>-<br>-                   | -<br>-<br>-                   | 1500<br>1200<br>800<br>500<br>425 | 7.2<br>5.6<br>3.7<br>2.0<br>2.1 | P-40L-1 ONLY, SAME AS P-40F SERIES. |                                   |                                 |  |
| P-40M-CU          | 7500<br>8400<br>8800<br>9300<br>10000                 | -<br>2350<br>2650<br>3150<br>4000         | 1700<br>1950<br>2000<br>-                 | 81<br>85<br>85<br>-             | -<br>1100<br>1600<br>1900<br>2500      | 1050<br>1200<br>1300<br>1350<br>-         | 25000<br>20000<br>15000<br>10000<br>5000 | 353<br>360<br>361<br>346<br>328 | 850<br>1500<br>2025<br>2180<br>2070  | 330<br>335<br>338<br>320<br>308                        | 11.7<br>10.2<br>7.2<br>4.5<br>2.4   | 10000<br>9300<br>8800<br>9300         | NONE<br>NONE<br>NONE<br>700           | 327<br>232<br>157<br>157            | 650<br>450<br>325<br>300        | 2.3<br>1.6<br>1.0<br>1.0      | -<br>750<br>475<br>375        | -<br>2.6<br>1.6<br>1.6        | -<br>900<br>600<br>475        | -<br>3.8<br>2.3<br>2.1            | -<br>-<br>-                     | -<br>-<br>-                         | 1150<br>1000<br>700<br>575        | 7.6<br>5.0<br>3.3<br>3.1        |  |

NOTES:  
RED FIGURES ARE PRELIMINARY, SUBJECT TO REVISION AFTER FLIGHT CHECK  
# MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.  
# MILITARY POWER AVAILABLE FOR 15 MINUTES.



**P-40**  
"WARHAWK"

MANUFACTURED BY CURTISS (Buffalo) "CU"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |  |   |  |  |                       |   |  |                    |                  |                 |                                |   |  |   |  |                     | PAGE 32<br>AS OF:<br>23 FEB. 1945 |
|---|--|---|--|--|-----------------------|---|--|--------------------|------------------|-----------------|--------------------------------|---|--|---|--|---------------------|-----------------------------------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP.   |   | SIZE   |  | WT.                   |   | COMBAT CREW  | FUEL               |                  | ARMAMENT        |                                |   | BOMBS-CARGO-PASS.                          |   | RADIO  | REMARKS & REFERENCE |                                   |
|   | ENGINE MFR. MODEL<br>SUPERCHARGER<br>PROP MFR. TYPE  | B.H.P./ALT.<br>T-TAKE-OFF<br>M-MILITARY<br>C-CONTINUOUS   | S-SPAN<br>L-LENGTH<br>H-HEIGHT<br>T-TREAD<br>W-WING AREA | B-BASIC<br>C-COMBAT<br>A-ALTERNATE<br>W-WAR MAX. | TANK TYPE OR LOCATION | NO. TANKS & CAPACITY<br>U.S. GAL.                         |  | NO. GUNS & CALIBER | RDS PER GUN      | LOCATION & TYPE | INTERNAL NO. & SIZE OR STATION | EXTERNAL NO. & SIZE OR CAPACITY                         | MAX. LOAD LB.                              | RADIO TYPE  |  |                     |                                   |
| P-40E&E-1<br>-CU                                      | ALLISON V-1710-39<br>SINGLE SPEED<br>CURTISS<br>11'0" DIA. - 3BL.<br>CONST. SPD. ELECT.      | T 1150/11700<br>M 1150/11700<br>C 1000/10800              | S 37'4"<br>L 31'9"<br>H 12'4"<br>T 8'2"<br>W 236 SQ. FT. | B 6900<br>C 8400<br>A 10000<br>W -               | 1                     | REAR - WING<br>FRONT - WING<br>MUSKELAGE<br>PROP. - BELLY | 1 x 52<br>1 x 35<br>1 x 62<br>1 x 52<br>201 TOT.                   | 6-.50              | 281<br>(average) | WING - FIXED    | NONE                           | 1-500 &<br>2-100 or<br>6-20.<br>1-325<br>1-250<br>1-100 | 700  | SCR-263<br>or<br>SCR-274N   | TECHNICAL ORDER 01-25CF-1. (REV. 10 SEPT. 1944)<br>* NO EXTERNAL WING BOMBS ON EARLY MODELS.<br>* WITHOUT RAM. |                     |                                   |
| P-40F-CU<br>-1 TO -20 INCL.                           | PACARD V-1650-1<br>SINGLE STG. - 2 SPD<br>CURTISS<br>11'0" DIA. - 3BL.<br>CONST. SPD. ELECT. | T 1300/11500<br>M 1240/11500<br>C 1080/9500<br>1010/16000 | S 37'4"<br>L 33'4"<br>H 12'4"<br>T 8'2"<br>W 236 SQ. FT. | B 7000<br>C 8500<br>A 10000<br>W -               | 1                     | REAR - WING<br>FRONT - WING<br>MUSKELAGE<br>PROP. - BELLY | 1 x 54<br>1 x 37<br>1 x 66<br>1 x 52, 75<br>150 or 170<br>327 TOT. | A 5                | A B O V E        | A S A B O V E   | A S A B O V E                  | A S A B O V E   | SCR-274N<br>or<br>SCR-502A<br>&<br>SCR-695 | TECHNICAL ORDER 01-25CH-1 (20 SEPT. 1944)<br>REVISED<br>* P-40F-1 LENGTH SAME AS P-40E.<br>ALL SUBSEQUENT MODELS HAVE EXTENDED MUSKELAGE.                 |  |                     |                                   |
| P-40K-CU<br>-1 TO -15 INCL.                           | ALLISON V-1710-73<br>SINGLE SPEED<br>CURTISS<br>11'0" DIA. - 3BL.<br>CONST. SPD. ELECT.      | T 1325/11800<br>M 1150/11800<br>C 1000/11000              | AS ABOVE   | B 6950<br>C 8400<br>A 10000<br>W -               | 1                     | AS ABOVE  | AS ABOVE   | A 5                | A B O V E        | A S A B O V E   | A S A B O V E                  | A S A B O V E   | AS ABOVE                                   | TECHNICAL ORDER 01-25CK-1 (15 OCT. 1944) REV.<br>* P-40K-1 & -5 LENGTH SAME AS P-40E.<br>ALL SUBSEQUENT MODELS HAVE EXTENDED MUSKELAGE.<br>* WITHOUT RAM. |  |                     |                                   |
| P-40L-CU<br>-1 TO -20 INCL.                           | PACARD V-1650-1<br>SINGLE STG. - 2 SPD<br>CURTISS<br>11'0" DIA. - 3BL.<br>CONST. SPD. ELECT. | T 1300/11500<br>M 1240/11500<br>C 1080/9500<br>1010/16000 | AS ABOVE   | B 7000<br>C 8500<br>A 10000<br>W -               | 1                     | REAR - WING<br>FRONT - WING<br>MUSKELAGE<br>PROP. - BELLY | 1 x 54<br>1 x 66<br>1 x 52, 75<br>150 or 170<br>321 TOT.           | 4-.50              | 201<br>(average) | WING - FIXED    | A S A B O V E                  | A S A B O V E   | AS ABOVE                                   | TECHNICAL ORDER 01-25CH-1 (REV. 20 SEPT. 1944)<br>* P-40L-1 FUEL AND ARMAMENT SAME AS P-40F SERIES.   |  |                     |                                   |
| P-40M-CU<br>-1 TO -10 INCL.                           | ALLISON V-1710-61<br>SINGLE SPEED<br>CURTISS<br>11'0" DIA. - 3BL.<br>CONST. SPD. ELECT.      | T 1200/11700<br>M 1125/11700<br>C 1000/11400              | AS ABOVE   | B 6950<br>C 8400<br>A 10000<br>W -               | 1                     | REAR - WING<br>FRONT - WING<br>MUSKELAGE<br>PROP. - BELLY | 1 x 54<br>1 x 37<br>1 x 66<br>1 x 52, 75<br>150 or 170<br>327 TOT. | 6-.50              | 281<br>(average) | WING - FIXED    | A S A B O V E                  | A S A B O V E   | AS ABOVE                                   | TECHNICAL ORDER 01-25CK-1. (REV. 15 OCT. 1944)  |  |                     |                                   |

| MODEL & BLOCK NO.           | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND  |  |                          |  |                                      |           | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |                                 |                                      |                                 |                                   |                                       | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                                 |                                 |                                 |                                 |                                 |                           |                          |                                   |                                   | REMARKS ON PERFORMANCE          |  |
|-----------------------------|---|--|--------------------------|--|--------------------------------------|-----------|---|---------------------------------|--------------------------------------|---------------------------------|-----------------------------------|---------------------------------------|---|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------|--------------------------|-----------------------------------|-----------------------------------|---------------------------------|--|
|                             | TO CLEAR 50'                                  |  | GROUND-RUN               |  | WEIGHT                               | STD. ALT. | MIL. POWER                                    |                                 | MAX. CONTIN. POWER                   |                                 | TAKE OFF WEIGHT                   | BOMBS-CARGO-PASS.                     | TOTAL FUEL  | MAX. CONTINUOUS POWER           |                                 | MAX. CRUISE POWER               |                                 | LONG RANGE                      |                           |                          |                                   |                                   |                                 |  |
|                             | T.O. DIST.                                    | LAND. DIST.                                  | T.O. DIST.               | LAND. DIST.                                  |                                      |           | HIGH SPEED                                    | RATE OF CLIMB                   | HIGH SPEED                           | RATE OF CLIMB                   |                                   |                                       |   | TIME TO CLIMB                   | AT 10000 FT.                    | AT 25000 FT.                    | AT 10000 FT.                    | AT 25000 FT.                    | RANGE                     | ENDUR.                   | RANGE                             | ENDUR.                            |                                 |  |
|                             | LB  | FT   | FT                       | MPH  | FT                                   | FT        | MPH   | FT/MIN                          | MPH                                  | FT/MIN                          | MIN.                              | LB                                    | LB  | U.S. GAL.                       | MILES                           | HOURS                           | MILES                           | HOURS                           | MILES                     | HOURS                    |                                   |                                   |                                 |  |
| P-40E&E-1<br>-CU            | 7500<br>8100<br>8400<br>8700<br>9100          | 1550<br>1700<br>1750<br>-<br>-               | 84<br>87<br>90<br>-<br>- | 1600<br>1800<br>1950<br>-<br>-               | 1050<br>1100<br>-<br>-               | 8400      | 25000<br>20000<br>15000<br>10000<br>5000      | 330<br>362<br>345<br>320        | 980<br>1150<br>2170<br>2100          | 265<br>300<br>313<br>296        | 520<br>#<br>#<br>#                | 18.2<br>11.5<br>7.6<br>4.8<br>2.4     | 9100<br>8700<br>9200  | NONE<br>NONE<br>500             | 201<br>149<br>149               | 425<br>325<br>300               | 1.5<br>1.1<br>1.1               | -<br>-<br>-                     | 675<br>525<br>450         | 2.7<br>2.0<br>1.9        | -<br>-<br>-                       | 850<br>650<br>575                 | 4.1<br>3.0<br>2.8               |  |
| P-40F-CU<br>-1 TO -20 INCL. | 7500<br>8850<br>9200<br>9350<br>9550<br>10000 | 1700<br>3700<br>4150<br>4400<br>4700<br>5750 | 81<br>-<br>-<br>-<br>-   | 1950<br>2200<br>2450<br>2550<br>2700<br>3100 | 1050<br>1250<br>1300<br>1350<br>1400 | 8500      | 25000<br>20000<br>15000<br>10000<br>5000      | 350<br>364<br>352<br>340<br>320 | 1000<br>1100<br>1860<br>2210<br>2160 | 500<br>320<br>332<br>320<br>300 | 18.3<br>11.6<br>7.6<br>4.5<br>2.4 | 10000<br>9350<br>9200<br>8850<br>9550 | NONE<br>NONE<br>NONE<br>NONE<br>700   | 327<br>232<br>209<br>157<br>345 | 425<br>350<br>475<br>375<br>345 | 1.8<br>1.5<br>1.2<br>1.2<br>2.2 | 550<br>375<br>485<br>350<br>350 | 2.1<br>1.8<br>1.6<br>1.6<br>1.6 | 800<br>700<br>600<br>500  | 3.1<br>2.7<br>2.0<br>2.0 | -<br>-<br>-<br>-                  | 1500<br>1000<br>875<br>700<br>600 | 7.2<br>4.5<br>4.0<br>2.8<br>2.9 |  |
| P-40K-CU<br>-1 TO -15 INCL. | 7500<br>8800<br>9150<br>9300<br>9500<br>10000 | 1700<br>2950<br>3150<br>3200<br>3350         | 81<br>-<br>-<br>-<br>-   | 1950<br>1800<br>1900<br>2050<br>2050         | 1050<br>1300<br>1350<br>1400         | 8400      | 25000<br>20000<br>15000<br>10000<br>5000      | 330<br>362<br>342<br>320        | 1100<br>1650<br>2000<br>2100         | 300<br>312<br>313<br>296        | 18.5<br>11.2<br>7.5<br>4.9<br>2.4 | 10000<br>9300<br>9150<br>8800<br>9500 | NONE<br>NONE<br>NONE<br>NONE<br>700   | 327<br>232<br>209<br>157<br>157 | 425<br>300<br>400<br>350<br>300 | 1.7<br>1.4<br>1.1<br>1.1        | -<br>-<br>-<br>-                | 900<br>750<br>600<br>550        | 3.5<br>3.1<br>2.2<br>2.2  | -<br>-<br>-<br>-         | 1400<br>1000<br>900<br>700<br>600 | 6.3<br>5.0<br>4.3<br>3.1<br>3.0   |                                 |  |
| P-40L-CU<br>-1 TO -20 INCL. | SUBSTANTIALLY SAME AS P-40F                   |  |                          |  |                                      |           | SUBSTANTIALLY SAME AS P-40F                   |                                 |                                      |                                 |                                   |                                       | P-40L-1 ONLY, SAME AS P-40F SERIES.   |                                 |                                 |                                 |                                 |                                 |                           |                          |                                   |                                   |                                 |  |
| P-40M-CU<br>-1 TO -10 INCL. | 7500<br>8400<br>8800<br>9300<br>10000         | 1700<br>2350<br>2650<br>3150<br>4000         | 81<br>85<br>-<br>-<br>-  | 1950<br>1400<br>1600<br>1900<br>2500         | 1050<br>1200<br>1300<br>1350         | 8400      | 25000<br>20000<br>15000<br>10000<br>5000      | 353<br>360<br>361<br>346<br>328 | 850<br>1500<br>2025<br>2180<br>2070  | 330<br>338<br>320<br>308        | 14.7<br>10.2<br>7.2<br>4.5<br>2.4 | 10000<br>9300<br>8800<br>9300         | NONE<br>NONE<br>NONE<br>700   | 327<br>232<br>157<br>157        | 650<br>450<br>305<br>300        | 2.3<br>1.6<br>1.0<br>1.0        | -<br>750<br>475<br>375          | 1.6<br>2.6<br>1.6<br>1.6        | 1200<br>900<br>600<br>475 | 5.0<br>3.8<br>2.3<br>2.1 | -<br>-<br>-                       | 1150<br>1000<br>700<br>575        | 7.6<br>5.0<br>3.3<br>3.1        |  |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK  
 # MILITARY POWER AVAILABLE FOR 5 MINUTES ONLY.  
 \* MILITARY POWER AVAILABLE FOR 15 MINUTES.



**P-40**  
"WARHAWK"

MANUFACTURED BY CURTISS (Buffalo) "CU"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                |   |  |  |                   |             |  |   |                                |                    |              |                  |   |          |                                |   |               |      |    |    |    |    |    |    |    |    |
|---|----------------|---|--|--|-------------------|-------------|--|---|--------------------------------|--------------------|--------------|------------------|---|----------|--------------------------------|---|---------------|------|----|----|----|----|----|----|----|----|
| MODEL & BLOCK NO.                                     | ENGINE & PROP. |   | SIZE   |  | WT.               | COMBAT CREW | FUEL   |   | ARMAMENT                       |                    |              | BOMBS-CARGO-PASS |   | RADIO    | REMARKS & REFERENCE            |   |               |      |    |    |    |    |    |    |    |    |
|   | NUMBER         | ENGINE MFR. MODEL SUPERCHARGER PROP. MFR. TYPE                                | B.H.P./ALT. T-TAKE-OFF M-MILITARY C-CONTINUOUS | S-SPAN L-LENGTH H-HEIGHT T-TREAD W-WING AREA |                   |             | B-BASIC C-COMBAT W-WAR MAX                         | TANK TYPE OR LOCATION                   | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & CALIBER | RDS PER GUN  | LOCATION & TYPE  | INTERNAL NO. & SIZE OR STATION                    |          |                                | EXTERNAL NO. & SIZE OR CAPACITY   | MAX. LOAD LB. | TYPE |    |    |    |    |    |    |    |    |
|   |                |   |  |  |                   |             |  |   |                                |                    |              |                  |   |          |                                |   |               |      | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| P-40N-CU<br>-1  | 1              | ALLISON V-1710-81 SINGLE SPEED CURTISS 11"0" DIA. - 3 BL. CONST. SPD. ELECT.  | T 1200/8 L 1125/17300 C 1000/16400             | S 37'4" L 33'4" H 12'4" T 5'2" W 236 sq. ft. | B 6400 C 7725 W - | 1           | REAR - WING FUSELAGE DROPPING - BELLY              | 1 x 54 1 x 37 1 x 70 1 x 75, 150 or 175 | 4-.50                          | 201 (average)      | WING - FIXED | NONE             | 1-500 & 2-100 or 6-20. 1-325 1-250 1-100          | 500      | SCR-27LN or SCR-522A & SCR-695 | TECHNICAL ORDER 01-250N-1. ( 15 JAN. 1945) * PROVISIONS FOR RACES ONLY.   |               |      |    |    |    |    |    |    |    |    |
| P-40N-CU<br>-5 TO -15 INCL.                           | 1              | AS ABOVE  | AS ABOVE                                       | AS ABOVE                                     | B 6700 C 8400 W - | 1           | REAR - WING FRONT - WING FUSELAGE DROPPING - BELLY | 1 x 54 1 x 37 1 x 70 1 x 75, 150 or 225 | 6-.50                          | 281 (average)      | WING - FIXED | NONE             | 1-500 & 2-500 or 2-100 or 6-20. 1-325 1-250 1-100 | 1500     | AS ABOVE                       | REFERENCE AS ABOVE * PROVISIONS FOR 2-225 GAL. FERRYING TANKS or 2-500 LB. or 2-100 LB. EXTERNAL WING BOMBS IN ADDITION TO 1-500 LB. BOMB IN PLACE OF BELLY TANK. SPACE ONLY FOR 6-20 LB. BOMB. |               |      |    |    |    |    |    |    |    |    |
| P-40N-CU<br>-20 THRU -30                              | 1              | ALLISON V-1710-99 SINGLE SPEED CURTISS 11"0" DIA. - 3 BL. CONST. SPD. ELECT.  | AS ABOVE                                       | AS ABOVE                                     | AS ABOVE          | 1           | AS ABOVE   | AS ABOVE                                | AS ABOVE                       | AS ABOVE           | AS ABOVE     | AS ABOVE         | AS ABOVE  | AS ABOVE | SCR-27LN or SCR-522A & SCR-695 | REFERENCE AND NOTE AS ABOVE. * FIRST 1272 AIRPLANES OF P-40N-20 SERIES DO NOT HAVE MODIFIER ON AUTOMATIC SPEED-BOOST CONTROL; REMAINDER -20 & ALL -30 INCORPORATE A MANIFOLD PRESS. MODIFIER.   |               |      |    |    |    |    |    |    |    |    |
| P-40N-CU<br>-35                                       |                | AS ABOVE  | AS ABOVE                                       | AS ABOVE                                     | AS ABOVE          | 1           | AS ABOVE   | AS ABOVE                                | AS ABOVE                       | AS ABOVE           | AS ABOVE     | AS ABOVE         | AS ABOVE  | AS ABOVE | AS ABOVE                       | * STARTING WITH -35 AUTOMATIC SPEED BOOST CONTROL IS BEING DISCONTINUED. TECHNICAL ORDER 01-250N-1. ( 15 JAN. 1945)   |               |      |    |    |    |    |    |    |    |    |
| P-40N-CU<br>-40                                       |                | ALLISON V-1710-115 SINGLE SPEED CURTISS 11"0" DIA. - 3 BL. CONST. SPD. ELECT. | AS ABOVE                                       | AS ABOVE                                     | AS ABOVE          | 1           | AS ABOVE   | AS ABOVE                                | AS ABOVE                       | AS ABOVE           | AS ABOVE     | AS ABOVE         | AS ABOVE  | AS ABOVE | AS ABOVE                       | TECHNICAL ORDER 01-250N-1. ( 15 JAN. 1945)  |               |      |    |    |    |    |    |    |    |    |

| MODEL & BLOCK NO.           | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND |                 |                 |                   |                |                 | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |                |                       |                    |                       |                     | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                      |                       |                          |                           |                          |                           |                          |                           |     | REMARKS ON PERFORMANCE |      |      |   |
|-----------------------------|--|-----------------|-----------------|-------------------|----------------|-----------------|---|----------------|-----------------------|--------------------|-----------------------|---------------------|---|----------------------|-----------------------|--------------------------|---------------------------|--------------------------|---------------------------|--------------------------|---------------------------|-----|------------------------|------|------|---|
|                             | GROSS WEIGHT LB.                             | TO CLEAR 50 FT. |                 | LANDING SPEED MPH | GROUND-RUN     |                 | STD. ALT. FT.                                 | MIL. POWER     |                       | MAX. CONTIN. POWER |                       | TAKE OFF WEIGHT LB. | BOMBS CARGO #/33.   | TOTAL FUEL U.S. GAL. | MAX. CONTINUOUS POWER |                          | MAX. CRUISE POWER         |                          | LONG RANGE                |                          |                           |     |                        |      |      |   |
|                             |  | T.O. DIST. FT.  | LAND. DIST. FT. |                   | T.O. DIST. FT. | LAND. DIST. FT. |   | HIGH SPEED MPH | RATE OF CLIMB FT/MIN. | HIGH SPEED MPH     | RATE OF CLIMB FT/MIN. |                     |   |                      | TIME TO CLIMB MIN.    | AT 10000 FT. RANGE MILES | AT 10000 FT. ENDUR. HOURS | AT 25000 FT. RANGE MILES | AT 25000 FT. ENDUR. HOURS | AT 10000 FT. RANGE MILES | AT 10000 FT. ENDUR. HOURS |     |                        |      |      |   |
|                             |  | P-40N-CU<br>-1  | 7000            |                   | -              | 1650            |   | 92             | -                     | 1000               | 25000                 |                     |   |                      | 332                   | 1225                     | 313                       | #                        | 12.4                      | 8850                     | NONE                      | 292 |                        | 600  | 2.0  | - |
|                             | 7725   | 2150            | 1750            | 96                | 1350           | 1100            | 20000   | 346            | 1550                  | 330                | #                     | 9.1                 | 8250  | NONE                 | 197                   | 380                      | 1.4                       | 500                      | 1.9                       | 760                      | 3.2                       | -   | -                      | 850  | 3.4  |   |
|                             | 8250   | 2950            | 1750            | 105               | 1700           | 1100            | 15000   | 348            | 2400                  | 333                | #                     | 6.7                 | 7725  | NONE                 | 122                   | 230                      | 0.8                       | 290                      | 1.1                       | 430                      | 1.7                       | -   | -                      | 520  | 2.5  |   |
|                             | 8425   | 3100            | 1850            | -                 | 1800           | 1150            | 10000   | 331            | 2525                  | 315                | #                     | 4.1                 | 7725  | NONE                 | 122                   | 210                      | 0.8                       | 260                      | 1.1                       | 420                      | 1.8                       | -   | -                      | 520  | 2.5  |   |
|                             | 8850   | 3500            | -               | -                 | 1950           | -               | 5000  | 313            | 2425                  | 297                | #                     | 2.1                 | 8225  | 500                  | 161                   | 300                      | 1.1                       | 370                      | 1.4                       | 590                      | 2.5                       | -   | -                      | 750  | 3.5  |   |
| P-40N-CU<br>-5 TO -15 INCL. | 7000   | -               | 1650            | 92                | -              | 1000            | 25000   | 325            | 900                   | 306                | #                     | 13.0                | 11100   | NONE                 | 611                   | 1250                     | 4.4                       | -                        | -                         | 2250                     | 9.8                       | -   | -                      | 2800 | 14.1 |   |
|                             | 8400   | 2700            | 1850            | 100               | 1650           | 1200            | 20000   | 340            | 1550                  | 325                | #                     | 8.8                 | 9500  | NONE                 | 331                   | 675                      | 2.3                       | -                        | -                         | 1250                     | 5.4                       | -   | -                      | 1550 | 7.6  |   |
|                             | 8900   | 3550            | 1850            | 109               | 2050           | 1200            | 15000   | 345            | 2130                  | 328                | #                     | 6.0                 | 8900  | NONE                 | 236                   | 470                      | 1.6                       | 600                      | 2.3                       | 930                      | 3.9                       | -   | -                      | 1080 | 5.1  |   |
|                             | 9100   | 3800            | 1900            | -                 | 2200           | 1250            | 10000   | 325            | 2230                  | 310                | #                     | 4.7                 | 8400  | NONE                 | 161                   | 320                      | 1.1                       | 400                      | 1.4                       | 600                      | 2.3                       | -   | -                      | 750  | 3.5  |   |
|                             | 9500   | 4450            | -               | -                 | 2250           | -               | 5000  | 308            | 2120                  | 291                | #                     | 2.4                 | 8900  | 500                  | 161                   | 300                      | 1.1                       | 370                      | 1.4                       | 590                      | 2.5                       | -   | -                      | -    | -    |   |
| P-40N-CU<br>-20 THRU -30    |  | AS ABOVE        | AS ABOVE        |                   |                |                 |   | AS ABOVE       | AS ABOVE              |                    |                       |                     |   |                      |                       |                          |                           |                          |                           |                          |                           |     |                        |      |      |   |
| P-40N-CU<br>-35, -40        |  | AS ABOVE        | AS ABOVE        |                   |                |                 |   | AS ABOVE       | AS ABOVE              |                    |                       |                     |   |                      |                       |                          |                           |                          |                           |                          |                           |     |                        |      |      |   |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK  
# MILITARY POWER AVAILABLE FOR 15 MINUTES



P-40  
"WARHAWK"

MANUFACTURED BY CURTISS (Buffalo) "CU"

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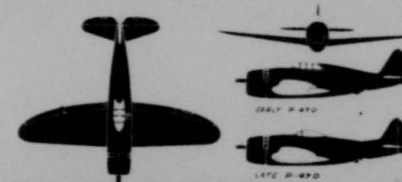
| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART                       |                |   |  |   |                                      |  |  |                                |              |          |  |                  |  |          |   |  | PAGE 34 |
|---|----------------|---|--|---|--------------------------------------|--|--|--------------------------------|--------------|----------|--|------------------|--|----------|---|--|---------|
| MODEL & BLOCK NO.   | ENGINE & PROP. |   | SIZE   |   | WT.                                  |  | FUEL   |                                | ARMAMENT     |          |  | BOMBS-CARGO-PASS |  | RADIO    | REMARKS & REFERENCE   |  |         |
|   | NUMBER         | ENGINE MFR  | B.H.P./ALT.  | S-SPAN  | B-BASIC                              | TANK   | NO. TANKS  | NO. GUNS                       | RDS. PER GUN | LOCATION | INTERNAL   | EXTERNAL         | MAX. LOAD LB   | TYPE     |   |  |         |
|   |                | MODEL   | T-TAKE-OFF   | L-LENGTH  | C-COMBAT                             | TYPE   | CAPACITY   | & CALIBER                      |              |          | NO. & SIZE   | NO. & SIZE       |  |          |   |  |         |
| SUPERCHARGER  | M-MILITARY     | H-HEIGHT  | A-REC'D LIM  | OR  | US GAL                               |  |  |                                |              | STATION  | CAPACITY   |                  |  |          |   |  |         |
| P-47C-RE<br>-1 TO -3<br>P-47D RE & RA<br>-1 TO -21<br>P-47G-CU<br>-1 TO -16 | 1              | FRATT-WHITNEY<br>R-2800-21, 59, -63<br>TURBO<br>CURTISS<br>12'2"DIA. - 4 BL.<br>CONST. SPD. ELECTR. | T 2000/8 L<br>M 2000/27000<br>W 2300/27000<br>C 1625/29000 | S 40'9"<br>L 36'1"<br>H 11'2"<br>T 15'6"<br>W 300 SQ. FT. | B 10700<br>C 13500<br>A 15000<br>W - | MAIN - FIS.<br>AUX. - FIS.<br>DROPP. BELLY<br>OR<br>EXT. - WINGS<br>& BELLY<br>(SEE F) | 1x200<br>1x100<br>1x 75 or<br>110 or 200<br>2x150 &<br>1x 75<br>680 TOT. | 267 HOR.<br>or .50<br>125 MAX. | WING - FIXED | NONE     | 2-1000<br>3- 500 <sup>b</sup><br>3- 250<br>3- 100<br>SEE (a) | 2500             | SCR-271A<br>or<br>SCR-522A<br>&<br>SCR-695 &<br>AW/APS-13* | AS ABOVE | TECHNICAL ORDER 01-6586-1. (REV. 30 AUG. 1944)<br>a P-47D-5, 6, 7, 11 & P-47G-10 & -15 CARRY BELLY SHACKLE ONLY.<br>b 500 LB. BOMB MAX. SIZE IN BELLY POSITION.<br>c ONLY EARLY MODELS HAVE 200 GAL. DROPPABLE BELLY TANK.<br>d P-47D-10 & SUBSEQ. HAVE SAME CRITICAL ALTITUDE AS BELOW.<br>e THEATER MODIFICATION. |  |         |
| P-47D-RE<br>-22   | 1              | FRATT-WHITNEY<br>R-2800-59<br>TURBO<br>HAMILTON STD.<br>13'0"DIA. - 4 BL.<br>CONST. SPD. HYDRO.     | T 2000/8 L<br>M 2000/33000<br>W 2300/31000<br>C 1625/30000 | AS ABOVE<br>EXCEPT FOR<br>14'7" HEIGHT                    | AS ABOVE                             | AS ABOVE   | AS ABOVE   | AS ABOVE                       | AS ABOVE     | AS ABOVE | AS ABOVE   | AS ABOVE         | AS ABOVE   | AS ABOVE | REFERENCE AS ABOVE  |  |         |
| P-47D-RA<br>-23*  | 1              | FRATT-WHITNEY<br>R-2800-59<br>TURBO<br>CURTISS<br>13'0"DIA. - 4 BL.<br>CONST. SPD. ELECTR.          | AS ABOVE   | AS ABOVE  | B 10500<br>C 11000<br>A 12000<br>W - | AS ABOVE   | AS ABOVE   | AS ABOVE                       | AS ABOVE     | AS ABOVE | AS ABOVE   | AS ABOVE         | AS ABOVE   | AS ABOVE | REFERENCE AS ABOVE<br>* FIRST MODEL EQUIPPED WITH BUBBLE CANOPY.  |  |         |
| P-47D-RE<br>-25*  | 1              | FRATT-WHITNEY<br>R-2800-59<br>TURBO<br>HAMILTON STD.<br>13'0"DIA. - 4 BL.<br>CONST. SPD. HYDRO.     | AS ABOVE   | AS ABOVE  | B 10700<br>C 11600<br>A 12500<br>W - | MAIN - FIS.<br>AUX. - FIS.<br>DROPP. BELLY<br>OR<br>EXT. - WINGS<br>& BELLY            | 1x270<br>1x100<br>1x 75 or<br>1x110<br>2x150 &<br>1x110<br>760 TOT.      | AS ABOVE                       | AS ABOVE     | AS ABOVE | AS ABOVE   | AS ABOVE         | AS ABOVE   | AS ABOVE | TECHNICAL ORDER 01-6586-1a (25 JAN. 1945)   |  |         |
| P-47D-RA<br>-26   | 1              | FRATT-WHITNEY<br>R-2800-59<br>TURBO<br>CURTISS<br>13'0"DIA. - 4 BL.<br>CONST. SPD. ELECTR.          | AS ABOVE   | AS ABOVE  | B 10600<br>C 11500<br>A 12500<br>W - | AS ABOVE   | AS ABOVE   | AS ABOVE                       | AS ABOVE     | AS ABOVE | AS ABOVE   | AS ABOVE         | AS ABOVE   | AS ABOVE | REFERENCE AS ABOVE  |  |         |

| MODEL & BLOCK NO.   | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND       |                                   |                                   |                                 | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |                                      |   |                                 |                                      |                                 |                                      |                                 | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |   |                                      |                                 |                                 |                                 |                                 |                                 |                                 |                                 | REMARKS                         |                                 |  |
|---|--|-----------------------------------|-----------------------------------|---------------------------------|---|--------------------------------------|---|---------------------------------|--------------------------------------|---------------------------------|--------------------------------------|---------------------------------|---|---|--------------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|--|
|   | GROSS WEIGHT                                       | TO CLEAR 50                       |                                   | LANDING SPEED                   | GROUND-RUN                                    |                                      | STD. ALT.                                 | WAR EMERG.                      |                                      | MIL. POWER                      |                                      | MAX. CONTIN. POWER              |   | TAKE OFF WEIGHT                           | BOMBS CARGO PASS.                    | TOTAL FUEL                      | MAX. CONTINUOUS POWER           |                                 |                                 | LONG RANGE                      |                                 |                                 |                                 |                                 |  |
|   |  | T.O. DIST.                        | LAND. DIST.                       |                                 | T.O. DIST.                                    | LAND. DIST.                          |   | HIGH SPEED                      | RATE OF CLIMB                        | HIGH SPEED                      | RATE OF CLIMB                        | HIGH SPEED                      | RATE OF CLIMB   |   |                                      |                                 | TIME TO CLIMB                   | AT 10000 FT.                    | AT 25000 FT.                    | AT 10000 FT.                    | RANGE                           | ENDUR.                          |                                 | RANGE                           | ENDUR.   |
| P-47C-RE<br>-1 TO -3<br>P-47D RE & RA<br>-1 TO -21<br>P-47G-CU<br>-1 TO -16 | 11000<br>12500<br>13500<br>14000<br>15000          | -<br>3100<br>3300<br>3400<br>3500 | -<br>2800<br>2900<br>3000<br>3100 | 100<br>102<br>104<br>106<br>108 | 2000<br>2000<br>2000<br>2300<br>2300          | 1500<br>1500<br>1500<br>1800<br>1800 | 13000<br>20000<br>25000<br>30000          | 423<br>421<br>406<br>390<br>372 | 1375<br>1825<br>2110<br>2400<br>2630 | 420<br>416<br>400<br>384<br>368 | 1750<br>2050<br>2200<br>2300<br>2300 | 375<br>366<br>359<br>335<br>320 | 600<br>11.0<br>7.2<br>4.3<br>2.2  | 16200<br>15600<br>14900<br>14100<br>13500 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 660<br>605<br>505<br>415<br>360 | 300<br>300<br>300<br>300<br>300 | 1.1<br>1.1<br>1.1<br>1.1<br>1.1 | 350<br>350<br>350<br>350<br>350 | 1.0<br>1.0<br>1.0<br>1.0<br>1.0 | 640<br>640<br>640<br>640<br>640 | 2.1<br>2.1<br>2.1<br>2.1<br>2.1 | 555<br>555<br>555<br>555<br>555 | 3.5<br>3.5<br>3.5<br>3.5<br>3.5 | NO RANGE WITH BOMBS AVAILABLE.<br>PERFORMANCE VALUES SHOWN ARE WITHOUT INTERNAL BOMBS. |
| P-47D-RE<br>-22   | 13500<br>15000<br>16000<br>17000                   | -<br>3100<br>3300<br>3400         | -<br>2900<br>3000<br>3100         | 102<br>104<br>106<br>108        | 2000<br>2000<br>2300<br>2300                  | 1500<br>1500<br>1800<br>1800         | 13500<br>20000<br>25000<br>30000          | 421<br>406<br>390<br>372<br>358 | 1850<br>2150<br>2400<br>2630<br>2750 | 419<br>416<br>400<br>384<br>368 | 1750<br>2050<br>2200<br>2300<br>2300 | 375<br>366<br>359<br>335<br>320 | 11.0<br>7.2<br>4.3<br>2.2   | 16700<br>16100<br>15400<br>14600<br>14000 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 660<br>605<br>505<br>415<br>360 | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | AS ABOVE                        |  |
| P-47D-RA<br>-23   | 12000<br>13000<br>14000<br>15000<br>16000<br>17000 | -<br>3100<br>3300<br>3400<br>3500 | -<br>2900<br>3000<br>3100         | 100<br>102<br>104<br>106<br>108 | 2000<br>2000<br>2300<br>2300                  | 1500<br>1500<br>1800<br>1800         | 12000<br>18000<br>23000<br>28000<br>33000 | 425<br>411<br>396<br>383<br>368 | 1600<br>2225<br>2525<br>2725<br>2860 | 411<br>400<br>384<br>368<br>352 | 1750<br>2050<br>2200<br>2300<br>2300 | 375<br>366<br>359<br>335<br>320 | 11.0<br>10.5<br>8.1<br>6.0<br>4.0   | 16700<br>16100<br>15400<br>14600<br>14000 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 660<br>605<br>505<br>415<br>360 | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | AS ABOVE                        |  |
| P-47D-RE<br>-25   | 12000<br>13500<br>14500<br>15500<br>16500<br>17500 | -<br>3100<br>3300<br>3400<br>3500 | -<br>2900<br>3000<br>3100         | 100<br>102<br>104<br>106<br>108 | 2000<br>2000<br>2300<br>2300                  | 1500<br>1500<br>1800<br>1800         | 12000<br>18000<br>23000<br>28000<br>33000 | 429<br>406<br>392<br>375<br>357 | 1775<br>2150<br>2375<br>2475<br>2725 | 419<br>400<br>384<br>368<br>352 | 1750<br>2050<br>2200<br>2300<br>2300 | 375<br>366<br>359<br>335<br>320 | 11.0<br>8.5<br>6.2<br>4.1<br>2.0  | 17500<br>16700<br>15400<br>15100<br>14600 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 780<br>670<br>480<br>445<br>370 | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | AS ABOVE                        |  |
| P-47D-RA<br>-26   | 13000<br>15000<br>16000<br>17000                   | -<br>3100<br>3300<br>3400         | -<br>2900<br>3000<br>3100         | 102<br>104<br>106<br>108        | 2000<br>2000<br>2300<br>2300                  | 1500<br>1500<br>1800<br>1800         | 13000<br>18000<br>23000<br>28000<br>33000 | 423<br>410<br>397<br>382<br>368 | 1475<br>2090<br>2340<br>2530<br>2675 | 411<br>407<br>392<br>377<br>362 | 1750<br>2050<br>2200<br>2300<br>2300 | 375<br>366<br>359<br>335<br>320 | 11.0<br>8.5<br>6.2<br>4.1<br>2.0  | 17100<br>16600<br>15300<br>15000<br>14500 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 780<br>670<br>480<br>445<br>370 | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | -<br>-<br>-<br>-<br>-           | AS ABOVE                        |                                 |  |

NOTES: (A)

R-2800-21 (WATER INJECTION PROVISIONS;  
KITS AVAILABLE FOR INSTALLATION).  
R-2800-59 (WATER INJECTION & NEW ELECTRICAL HARNESS).  
R-2800-63 (WATER INJECTION INSTALLED).

WING FIGURES SEE PUBLICATION, REFER TO REVISIONS AFTER FLIGHT ORDN.  
\* MILITARY POWER AVAILABLE FOR 15 MINUTES.



**P-47**  
"THUNDERBOLT"

MANUFACTURED BY REPUBLIC (Farmingdale) "RE"; (Evansville) "RA" & CURTISS (Buffalo) "CU"

CONFIDENTIAL



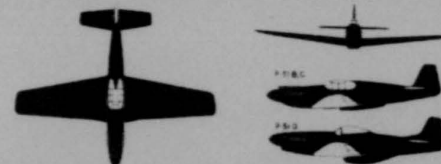
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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |  |   |  |                  |     |   |  |                                |                                 |             |  |                     |   |   |                     | PAGE 38<br>AS OF:<br>23 FEB. 1945 |
|---|--|---|--|------------------|-----|---|--|--------------------------------|---------------------------------|-------------|--|---------------------|---|---|---------------------|-----------------------------------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP.   |   | SIZE   |                  | WT. | COMBAT CREW   | FUEL   |                                | ARMAMENT                        |             |  | BOMBS-CARGO-PASS.   |   | RADIO   | REMARKS & REFERENCE |                                   |
|   | ENGINE MFR. MODEL  | B.H.P./ALT.   | S-SPAN   | B-BASIC          |     |   | TANK TYPE  | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & CALIBER              | RDS PER GUN | LOCATION & TYPE                            | INTERNAL NO. & SIZE | EXTERNAL NO. & SIZE   |   |                     | MAX. LOAD LB.                     |
| P-51A-NA<br>-1 TO -10 INCL.                           | ALLISON V-1710-S1<br>SINGLE SPEED<br>CURTISS<br>10 9/16" DIA. - 3 BL.<br>CONST. SPD. ELECT.          | T 1200/8 L<br>M 1125/18000<br>C 1000/17500              | S 37' 0"<br>L 32' 3"<br>H 12' 2"<br>T 11' 10"<br>W 233 sq. ft. | B 6850<br>C 8600 | 1   | MAIN-R. WING<br>MAIN-L. WING<br>EXT. - WINGS              | 1 x 90<br>1 x 90<br>2 x 75<br>2 x 150<br>480 TOT.                      | 2) .50<br>250<br>350           | OUTSD. - WINGS<br>INSD. - WINGS | NONE        | 2-500<br>2-325<br>2-250<br>2-100           | 1000                | SCR-522<br>SCR-695<br>SCR-274M<br>SCR-515**                     | TECHNICAL ORDER 01-60JD-1. (REV. 20 SEPT. 1944)<br>* PROVISIONS ONLY.<br>** SPACE ONLY.   |                     |                                   |
| P-51B-NA<br>-1A-5<br>P-51C-NT<br>-1                   | PACKARD V-1650-3<br>2 SPEED - 2 STAGE<br>HAMILTON STD.<br>11 1/2" DIA. - 4 BL.<br>CONST. SPD. ELECT. | T 1100/8 L<br>M 1125/18000<br>C 1125/20500<br>940/21000 | S 37' 0"<br>L 32' 3"<br>H 13' 8"<br>T 11' 10"<br>W 233 sq. ft. | B 7450<br>C 9200 | 1   | MAIN-R. WING<br>MAIN-L. WING<br>DRCP. - WINGS             | 1 x 92<br>1 x 92<br>2 x 75<br>2 x 110<br>2 x 150<br>509 TOT.           | A S                            | A B O V E                       | NONE        | 2-1000<br>2-500<br>2-325<br>2-250<br>2-100 | 2000                | SCR-274N<br>or<br>SCR-522A<br>&<br>SCR-695                      | TECHNICAL ORDER 01-60JD-1. (REV. 5 JAN. 1945)<br>(F) KITS AVAILABLE FOR 1x85 GAL. FUSELAGE TANK; WHEN INSTALLED THESE MODELS WILL BE SAME AS ONES LISTED BELOW.         |                     |                                   |
| P-51B-NA<br>-7A10<br>P-51C-NT<br>-3                   | AS ABOVE   | AS ABOVE  | AS ABOVE   | B 7450<br>C 9800 | 1   | MAIN-R. WING<br>MAIN-L. WING<br>FUSELAGE<br>DRCP. - WINGS | 1 x 92<br>1 x 92<br>1 x 85<br>2 x 75<br>2 x 110<br>2 x 150<br>509 TOT. | A S                            | A S                             | A B O V E   | NONE                                       | E                   | SCR-522<br>SCR-274N<br>or<br>SCR-274NA<br>IN-26C<br>COMBINATION | TECHNICAL ORDER 01-60JD-1. (REV. 5 JAN. 1945)<br>NOTE: LAST (550) P-51B-5 MODELS BECOME B-7 UPON ADDITION OF 1x85 GAL. FUSELAGE TANK. P-51C-3's ARE MODIFIED P-51C-1's. |                     |                                   |
| P-51B-NA<br>-1A<br>P-51C-NT<br>-5A-10                 | PACKARD V-1650-7<br>2 SPEED - 2 STAGE<br>HAMILTON STD.<br>11 1/2" DIA. - 4 BL.<br>CONST. SPD. HYDRO. | T 1150/8 L<br>M 1125/18000<br>C 1125/20500<br>940/21000 | AS ABOVE   | AS ABOVE         | 1   | AS ABOVE  | AS ABOVE   | A S                            | A S                             | A B O V E   | NONE                                       | E                   | E   | TECHNICAL ORDER 01-60JD-1. (REV. 5 JAN. 1945)<br>(F) SOME P-51C-5-NT MODELS FOR RECONNAISSANCE WILL NOT CARRY 1x85 GAL. FUSELAGE TANK.                                  |                     |                                   |

| MODEL & BLOCK NO.                        | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND   |   |                                   |                        |                                   |   | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |  |  |   |   |  | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |   |  |                            |                                   |                                 |  |  |  |  | REMARKS |
|--|--|---|-----------------------------------|------------------------|-----------------------------------|---|---|--|--|---|---|--|---|---|--|----------------------------|-----------------------------------|---------------------------------|--|--|--|--|---------|
|  | GROSS WEIGHT LB.                               | TO CLEAR 50' FT.                          |                                   | GROUND-RUN             |                                   | ALT. FT.  | WAR EMERG. HIGH SPEED M.P.H.                  | MIL. POWER RATE OF CLIMB FT./MIN.            | MIL. POWER HIGH SPEED M.P.H.                 | MAX. CONTIN. POWER RATE OF CLIMB FT./MIN. | TIME TO CLIMB MIN.                                | TAKE OFF WEIGHT LB.                          | BOMBS LB.   | TOTAL FUEL U.S. GAL.                      | MAX. CONTINUOUS POWER                  |                            | MAX. CRUISE POWER                 |                                 | LONG RANGE                                   |  |  |  |         |
|  |  | T.O. DIST. FT.                            | LAND. DIST. FT.                   | T.O. DIST. FT.         | LAND. DIST. FT.                   |   |   |  |  |   |   |  |   |   | RANGE MILES                            | ENDUR. HOURS               | RANGE MILES                       | ENDUR. HOURS                    | RANGE MILES                                  | ENDUR. HOURS                                 | RANGE MILES                            | ENDUR. HOURS   |         |
| P-51A-NA<br>-1 TO -10 INCL.              | 3000<br>3600<br>3100<br>9600<br>10300          | -<br>2050<br>2250<br>2500<br>2900         | 2450<br>2750<br>3000<br>3250<br>- | 100<br>103<br>106<br>- | 1550<br>1850<br>2100<br>2350<br>- | 25000<br>20000<br>15000<br>10000<br>5000          | 375<br>390<br>380<br>360<br>340               | 1100<br>1650<br>2300<br>2300<br>2300         | 360<br>375<br>365<br>345<br>325              | 12.7<br>9.1<br>6.6<br>4.4<br>2.2          | 11200<br>9600<br>8600<br>9100<br>9600             | NONE<br>NONE<br>NONE<br>500<br>1000          | 480<br>330<br>180<br>180<br>180   | 1135<br>725<br>425<br>445<br>410          | 5.7<br>2.4<br>1.3<br>1.3<br>1.3        | -<br>-<br>-<br>-<br>-      | 2000<br>1250<br>750<br>725<br>710 | 7.5<br>4.8<br>2.5<br>2.5<br>2.5 | -<br>-<br>-<br>-<br>-                        | 2350<br>1525<br>1000<br>950<br>910           | 10.3<br>7.1<br>4.3<br>4.2<br>4.1       | PERFORMANCE WITH RACKS<br>REMOVAL OF RACKS INCREASES HIGH SPEED APPROX. 12 MPH & RATE OF CLIMB 50% TO 100% PER MINUTE. |         |
| P-51B & C<br>(V-1650-3)                  | 8000<br>8500<br>9000<br>9500<br>10000<br>11000 | -<br>2100<br>2200<br>2300<br>2500<br>3000 | 2000<br>2100<br>2200<br>2300<br>- | 100<br>103<br>106<br>- | 1200<br>1300<br>1400<br>1500<br>- | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 440<br>430<br>427<br>424<br>406<br>388        | 2000<br>2650<br>2700<br>3275<br>3380<br>3282 | 2000<br>2325<br>2405<br>3025<br>2900<br>2782 | 11.0<br>8.9<br>7.0<br>5.3<br>3.6<br>1.8   | 11200<br>10700<br>10200<br>9200<br>10200<br>11200 | NONE<br>NONE<br>NONE<br>184<br>1000<br>2000  | 484<br>404<br>334<br>184<br>184<br>184                                      | 1280<br>1040<br>850<br>495<br>550<br>470  | 4.0<br>3.3<br>2.7<br>1.5<br>1.6<br>1.5 | -<br>-<br>-<br>-<br>-<br>- | -<br>-<br>-<br>785<br>-           | 2.1<br>-                        | -<br>-                                       | 2070<br>1580<br>1440<br>810<br>775<br>625    | 8.3<br>7.0<br>5.9<br>3.2<br>2.8        | AS ABOVE   |         |
| P-51B & C<br>(V-1650-7)                  | 8000<br>8500<br>9000<br>9500<br>10000<br>11000 | -<br>2100<br>2200<br>2300<br>2500<br>3000 | 2000<br>2100<br>2200<br>2300<br>- | 100<br>103<br>106<br>- | 1200<br>1300<br>1400<br>1500<br>- | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 435<br>439<br>426<br>414<br>417<br>395        | 1600<br>2300<br>3050<br>2700<br>3300<br>3900 | 145<br>128<br>124<br>114<br>116<br>101       | 11.2<br>8.4<br>6.5<br>4.7<br>3.0<br>1.5   | 11200<br>10700<br>10200<br>9200<br>10200<br>11200 | NONE<br>NONE<br>NONE<br>184<br>1000<br>2000  | 484<br>404<br>334<br>184<br>184<br>184                                      | 1490<br>1210<br>1010<br>575<br>530<br>470 | 4.6<br>3.7<br>3.1<br>1.6<br>1.6<br>1.5 | -<br>-<br>-<br>-<br>-<br>- | 1780<br>-                         | 5.2<br>-                        | -<br>-                                       | 2070<br>1710<br>1410<br>860<br>760<br>710    | 8.3<br>7.0<br>5.9<br>3.3<br>3.2<br>2.9 | AS ABOVE   |         |
| P-51B & C<br>(V-1650-3)<br>FUSELAGE TANK | 8000<br>9000<br>10300<br>10800<br>11800        | -<br>2200<br>2400<br>2650<br>3400         | 2000<br>2100<br>2200<br>2300<br>- | 100<br>103<br>106<br>- | 1200<br>1400<br>1550<br>-         | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 440<br>430<br>427<br>424<br>406<br>388        | 1850<br>2430<br>2530<br>3075<br>3150<br>3050 | 1850<br>2175<br>2480<br>2800<br>2700<br>2600 | 12.1<br>9.6<br>7.4<br>5.6<br>3.8<br>1.9   | 11200<br>11300<br>10800<br>9800<br>10800<br>11800 | NONE<br>NONE<br>NONE<br>9800<br>1000<br>2000 | 569<br>489<br>419<br>269<br>269<br>269                                      | 1520<br>1270<br>1100<br>745<br>695<br>665 | 4.7<br>4.0<br>3.4<br>2.1<br>2.2<br>2.2 | -<br>-<br>-<br>-<br>-<br>- | -<br>-                            | -<br>-                          | 2500<br>2070<br>1840<br>1285<br>1180<br>1070 | 10.8<br>8.5<br>7.7<br>5.1<br>4.9<br>4.3      | AS ABOVE                               |  |         |
| P-51B & C<br>(V-1650-7)<br>FUSELAGE TANK | 8000<br>9000<br>10300<br>10800<br>11800        | -<br>2200<br>2400<br>2650<br>3400         | 2000<br>2100<br>2200<br>2300<br>- | 100<br>103<br>106<br>- | 1200<br>1400<br>1550<br>-         | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 435<br>439<br>426<br>414<br>417<br>395        | 1425<br>2100<br>2825<br>2900<br>3075<br>3650 | 1425<br>1406<br>2575<br>390<br>388<br>340    | 11.8<br>9.0<br>6.9<br>4.9<br>3.1<br>1.6   | 11800<br>11300<br>10800<br>9800<br>10800<br>11800 | NONE<br>NONE<br>NONE<br>9800<br>1000<br>2000 | 569<br>489<br>419<br>269<br>269<br>269                                      | 1750<br>1500<br>1280<br>870<br>790<br>780 | 5.4<br>4.6<br>3.9<br>2.4<br>2.4<br>2.4 | -<br>-<br>-<br>-<br>-<br>- | 2100<br>-                         | 6.1<br>-                        | -<br>-                                       | 2440<br>2080<br>1850<br>1500<br>1150<br>1080 | 9.8<br>8.5<br>7.7<br>5.0<br>4.8<br>4.3 | AS ABOVE   |         |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK.  
# MILITARY POWER AVAILABLE FOR 15 MINUTES.

**P-51**  
"MUSTANG"

MANUFACTURED BY NORTH AMERICAN (Inglewood) "A" &amp; NORTH AMERICAN (Dallas) "NT"

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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                |   |   |  |                            |             |   |                                |                    |   |  |   |                     |   |   |      |                         |
|---|----------------|---|---|--|----------------------------|-------------|---|--------------------------------|--------------------|---|--|---|---------------------|---|---|------|-------------------------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP. |   | SIZE  |  | WT.                        |             | FUEL  |                                | ARMAMENT           |   |  | BOMBS - EXTERNAL  |                     | RADIO   | REMARKS & REFERENCE   |      |                         |
|   | NUMBER         | ENGINE MFR. MODEL SUPERCHARGER PROP MFR. TYPE                               | B.H.P./ALT. T-TAKE-OFF WAR EMERGENCY M-MILITARY C-CONTINUOUS                    | S-SPAN L-LENGTH H-HEIGHT T-TREAD W-WING AREA                   | B-BASIC C-COMBAT W-WAR MAL | COMBAT CREW | TANK TYPE OR LOCATION   | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & CALIBER | RDS. PER GUN                                      | LOCATION & TYPE  | INTERNAL NO. & SIZE   | EXTERNAL NO. & SIZE | MAX. LOAD LB.   |   | TYPE |                         |
|   |                |   |   |  |                            |             |   |                                |                    |   |  |   |                     |   |   |      | MAX. LOAD LB.           |
| P-51D-NA<br>-5 to -20<br>P-51D-NT<br>-5 A -20         | 1              | PACARD Y-1650-7<br>2 STAGE HAMILTON STD. 11" DIA. - 48L. CONST. SPD. HYDRO. | 1250/10300<br>1350/21000<br>1350/13000<br>1250/26500<br>1150/17000<br>980/25000 | S 37' 0"<br>L 32' 3"<br>H 13' 8"<br>T 11' 10"<br>W 233 sq. ft. | B 7659<br>C 10100          | 1           | MAIN-R. WING 1 x 92<br>MAIN-L. WING 1 x 92<br>FUSELAGE 1 x 85<br>DROPP. - WINGS 2 x 75 or 2 x 110<br>405 TOT. | 2) .50<br>2) 270<br>2) 400     | 270<br>270<br>400  | OUTRD. - WINGS<br>CENTER - WINGS<br>INRD. - WINGS | NONE   | 2-1000<br>2-500<br>2-325<br>2-250<br>2-100                                | 2000                | SCR-695<br>SCR-522A<br>AN/AP5-13<br>&<br>BC-1206<br>or<br>428 DWTRO | TECHNICAL ORDER 01-60JF-1. (REV. 20 DEC. 1944)<br>(F) ZERO LENGTH RAIL ROCKETS INSTALLED ON LAST 1100 P-51D-25-NA & SUBSEQUENT; EFFECTIVE POINT NOT YET ESTABLISHED ON P-51D-NT MODELS.<br>(6) ROCKETS WITH BOMBS or EXTERNAL DROP. TANKS<br>or (10) ROCKETS WITHOUT BOMBS or EXTERNAL DROP. TANKS. |      |                         |
| P-51K-NT<br>-1 to -15                                 |                |   |   |  |                            |             | P-51K-NT SAME AS ABOVE EXCEPT FOR 11" DIA. AEROPRODUCTS PROPELLER. (NO ROCKETS INSTALLED ON THESE MODELS)     |                                |                    |   |  |   |                     |   |   |      | * THEATER MODIFICATION. |
| P-51H-NT  | 1              | PACARD Y-1650-9<br>2 STAGE AEROPRODUCTS. 11" DIA. - 48L. CONST. SPD. HYDRO. | 1350/10300<br>1350/25100<br>1170/21300<br>1150/21000<br>1080/22100<br>980/25000 | S 37' 0"<br>L 33' 4"<br>H -<br>T 11' 1"<br>W 235 sq. ft.       | B 7040<br>C 9500           | 1           | MAIN-R. WING 1 x 105<br>MAIN-L. WING 1 x 100<br>FUSELAGE 1 x 50<br>DROPP. - WINGS 2 x 75<br>405 TOT.          | 2) .50<br>2) 270<br>2) 400     | 270<br>270<br>400  | OUTRD. - WINGS<br>CENTER - WINGS<br>INRD. - WINGS | SAME AS P-51D-NT PLUS FOLLOW-<br>ING ZERO RAIL ROCKET INSTALL. | (6) WITH BOMBS or DROP. TANKS,<br>or<br>(10) WITHOUT BOMBS or DROP. TANKS |                     | AN/ARC-3<br>SCR-695A<br>BC-1206<br>AN/ARA-8<br>AN/AP5-13            | TECHNICAL ORDER 01-60JF-1. (30 JAN. 1945)<br>* WAR EMERGENCY RATINGS ARE WITH WATER INJECTION AND AN-7-33 FUEL. (MANIFOLD PRESSURE 90" HG.)   |      |                         |

| MODEL & BLOCK NO.     | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND |                                   |                           |                        |                           |   | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |  |  |  |   |   | RANGE & ENDURANCE<br>STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                                      |                                 |                                   |                                 |                                   |                                 |                            |                           |                                      | REMARKS   |  |
|-----------------------|--|-----------------------------------|---------------------------|------------------------|---------------------------|---|---|--|--|--|---|---|---|--------------------------------------|---------------------------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|----------------------------|---------------------------|--------------------------------------|---|--|
|                       | GROSS WEIGHT LB.                             | TO CLEAR 50'                      |                           | GROUND-RUN             |                           | STD. ALT. FT.                                     | WAR EMERG.                                    |  | MIL. POWER                                   |  | MAX. CONTIN. POWER                      |   | TAKE OFF WEIGHT LB.   | BOMBS LB.                            | TOTAL FUEL U.S. GAL.            | MAX. CONTINUOUS POWER             |                                 | MAX. CRUISE POWER                 |                                 | LONG RANGE                 |                           |                                      |   |  |
|                       |  | T.O. DIST. FT.                    | LAND. DIST. FT.           | LANDING SPEED MPH.     | T.O. DIST. FT.            |   | LAND. DIST. FT.                               | HIGH SPEED MPH.                              | RATE OF CLIMB FT/MIN.                        | HIGH SPEED MPH.                              | RATE OF CLIMB FT/MIN.                   | HIGH SPEED MPH.                         |   |                                      |                                 | RATE OF CLIMB FT/MIN.             | TIME TO CLIMB MIN.              | RANGE MILES.                      | ENDUR. HOURS.                   | RANGE MILES.               | ENDUR. HOURS.             | RANGE MILES.                         |   | ENDUR. HOURS.  |
| P-51D<br>(Y-1650-7)   | 8000<br>9800<br>10300<br>10800<br>11800      | -<br>2200<br>2200<br>2650<br>3400 | 2000<br>2200<br>2350<br>- | 100<br>106<br>111<br>- | 1200<br>1400<br>1550<br>- | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 433<br>437<br>424<br>413<br>416<br>395        | 1300<br>1950<br>2675<br>3775<br>2925<br>3175 | 433<br>426<br>412<br>413<br>415<br>381       | 1500<br>1950<br>2625<br>2900<br>2925<br>3100 | 433<br>434<br>388<br>387<br>360<br>340  | 12.6<br>9.5<br>7.3<br>5.2<br>3.3<br>1.7 | 11600<br>11100<br>10100<br>11100<br>12100                                   | NONE<br>NONE<br>NONE<br>1000<br>2000 | 489<br>419<br>269<br>269<br>269 | 1500<br>1270<br>870<br>775<br>775 | 4.6<br>3.9<br>2.4<br>2.4<br>2.4 | 1650<br>1410<br>950<br>870<br>840 | 4.6<br>3.9<br>2.4<br>2.4<br>2.5 | -<br>-<br>-<br>1050<br>900 | -<br>-<br>-<br>2.8<br>2.8 | 2080<br>1830<br>1300<br>1150<br>1070 | 8.5<br>7.7<br>5.0<br>4.8<br>4.3   | HIGH SPEED & CLIMB<br>SHOWN WITHOUT RACES;<br>RACES or BOMBAY HAND-<br>LES INCREASE HIGH SPD.<br>4 to 6 MPH. |
| P-51K-NT<br>-1 to -15 |  |                                   |                           |                        |                           |   | PERFORMANCE SLIGHTLY LESS THAN SHOWN ABOVE    |  |  |  |   |   |   |                                      |                                 |                                   |                                 |                                   |                                 |                            |                           |                                      |   |  |
| P-51H-NT              | A<br>S                                       | A<br>B<br>C<br>T<br>E             |                           |                        |                           | 30000<br>25000<br>20000<br>15000<br>10000<br>5000 | 486<br>487<br>470<br>463<br>463<br>444        | 2650<br>3400<br>432<br>437<br>400<br>330     | 1995<br>2100<br>2550<br>3050<br>3000<br>2950 | 434<br>395<br>397<br>378<br>357<br>337       | 11.5<br>9.0<br>7.0<br>5.0<br>3.0<br>1.5 | 10500<br>9500<br>10500<br>11500         | NONE<br>NONE<br>1000<br>2000  | 405<br>355<br>255<br>255             | 1150<br>755<br>675<br>-         | 3.4<br>2.1<br>2.1<br>-            | 1160<br>720<br>635<br>-         | 3.2<br>1.9<br>1.9<br>-            | -<br>-<br>870<br>-              | -<br>-<br>2.6<br>-         | 1550<br>1075<br>890<br>-  | 6.3<br>4.5<br>3.7<br>-               | HIGH SPEED & CLIMB<br>SHOWN WITHOUT RACES;<br>RACES or BOMBAY HAND-<br>LES INCREASE HIGH SPD.<br>4 to 6 MPH. (WAR EMERG.<br>SPEED WITH 90" HG.) |  |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK.  
/ MILITARY POWER AVAILABLE FOR 15 MINUTES.



P-51  
"MUSTANG"

MANUFACTURED BY NORTH AMERICAN (Inglewood) "NA" & NORTH AMERICAN (Dallas) "NT"

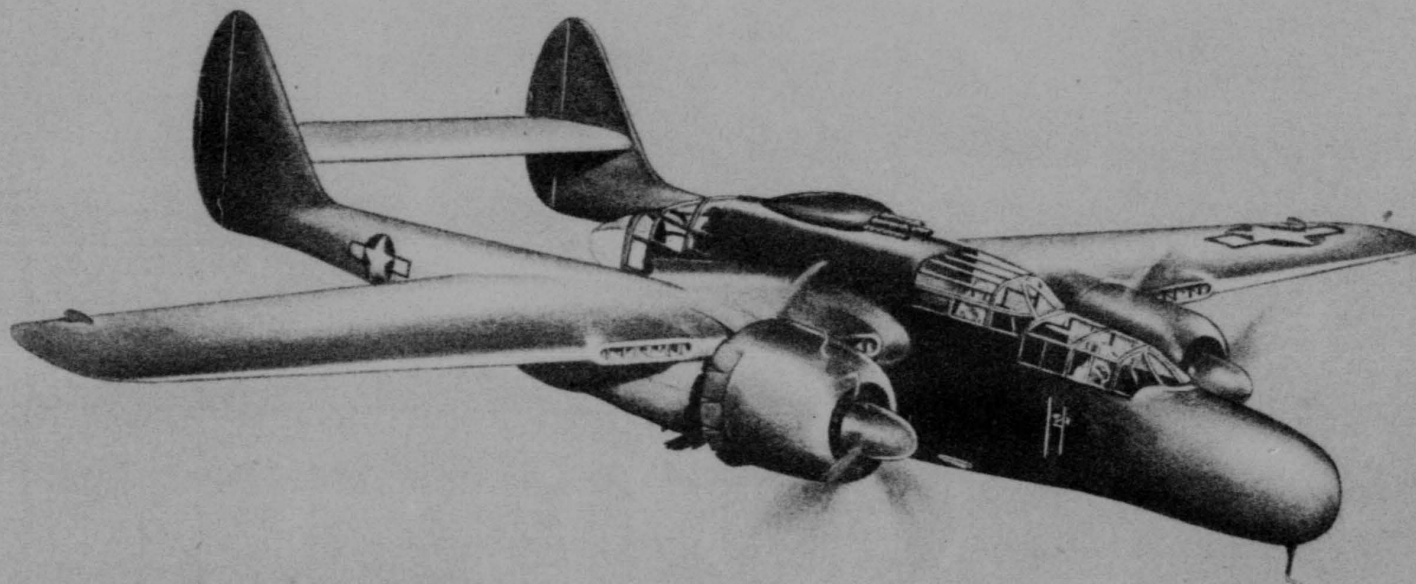
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AS OF:  
23 FEB. 1945



NORTHROP P-61B-15

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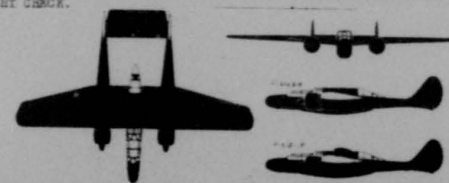
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| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |                |  |  |  |             |             |  |  |                                |                    |                            |   |                                       |          |   |   | PAGE 39<br>AS OF:<br>23 FEB. 1945 |
|---|----------------|--|--|--|-------------|-------------|--|--|--------------------------------|--------------------|----------------------------|---|---------------------------------------|----------|---|---|-----------------------------------|
| MODEL & BLOCK NO.                                     | ENGINE & PROP. |  | SIZE   |  | WT.         | COMBAT CREW | FUEL   |  | ARMAMENT                       |                    |                            | BOMBS-CARGO-PASS.   |                                       | RADIO    | REMARKS & REFERENCE   |   |                                   |
|   | NUMBER         | ENGINE MFR. MODEL SUPERCHARGER PROP. MFR. TYPE                             | B.H.P./ALT. T-TAKE-OFF M-MILITARY C-CONTINUOUS                           | S-SPAN L-LENGTH H-HEIGHT T-TREAD W-WING AREA |             |             | B-BASIC C-COMBAT W-WAR MAX.                                    | TANK TYPE OR LOCATION                      | NO. TANKS & CAPACITY U.S. GAL. | NO. GUNS & CALIBER | RDS PER GUN                | LOCATION & TYPE   | INTERNAL NO. & SIZE OR STATION        |          | EXTERNAL NO. & SIZE OR CAPACITY   | MAX. LOAD LB.   | TYPE                              |
| P-61A-NO -1   | 2              | PRATT-WHITEY R-2800-10 2 SPD.-2 STG. CURTINE 12" DIA.-4 BL. P.E., ELECTRIC | 1850/8 L 2000/2500 1760/26500 1600/21600 1650/2800 1650/17500 1550/22500 | 56' 14' 11" 14' 2" 17' 2"                    | 22300 27600 | 2           | INHD.-WING OUTD.-WING  | 2 x 115 2 x 200 630 TOT.                   | 1/20mm 1/20mm 1/50             | 200 560            | FORE-FUSELAGE UPPER TURRET | NONE  | NONE                                  | 3200     | AS ABOVE PLUS AN/APS-13 & SCR-718 OF AN/AFN-1   | TECHNICAL ORDER 01-157B-1 (15 OCT. 1944)<br>* UPPER TURRET ON 1st.(37) P-61A-1's ONLY.<br>* CREW OF (3) FOR MODELS WITH TOP TURRET.<br>* THERATE MODIFICATION.                                      |                                   |
| P-61A-NO -5,-10 & -11<br>P-61B-NO -1,-2,-5,-6,-11     | 2              | PRATT-WHITEY R-2800-45 2 SPD.-2 STG. CURTINE 12" DIA.-4 BL. P.E., ELECTRIC | AS ABOVE PLUS THREE WLR ENGINE RATINGS 2250/1500 2060/19000 1925/17500   | AS ABOVE                                     | 22300 28000 | 2           | INHD.-WING OUTD.-WING KIT.-WING (See f)                        | 2 x 115 2 x 200 2x 165 or 2x 310 1250 TOT. | 1/20mm                         | 200                | FORE-FUSELAGE              | NONE  | 2-1600 2-1000 2-500 2-325 2-250 2-100 | 6200     | AS ABOVE  | TECHNICAL ORDER 01-157B-1 (15 OCT. 1944)<br>* TWO EXTERNAL WING TANKS or 2-1600 LB. BOMBS CAN BE CARRIED ON P-61A-11; P-61B-2,-6 & -11 ONLY.<br>* THE 310 GAL. EXTERNAL FUEL TANKS ARE PRESSURIZED. |                                   |
| P-61B-NO -10  | 2              | AS ABOVE   | AS ABOVE   | AS ABOVE                                     | AS ABOVE    | 2           | INHD.-WING OUTD.-WING KIT.-WING (See f)                        | 2 x 115 2 x 200 1x 165 or 1x 310 1870 TOT. | AS ABOVE                       | AS ABOVE           | FORE-FUSELAGE              | NONE  | 1-1600 1-1000 1-500 1-325 1-250 1-100 | 6200     | AS ABOVE  | TECHNICAL ORDER 01-157B-1 (15 OCT. 1944)<br>* FOUR EXTERNAL WING TANKS or 1-1600 LB. BOMBS CAN BE CARRIED. THE 310 GAL. EXTERNAL FUEL TANKS ARE PRESSURIZED.  |                                   |
| P-61B-NO -15,-16,-20                                  | 2              | AS ABOVE   | AS ABOVE   | AS ABOVE                                     | 23150 29700 | 3           | AS ABOVE EXCEPT P-61B-16 CARRIES ONLY (2) EXTERNAL WING TANKS. | 1/20mm 1/50                                | 200 560                        | FORE-FUSELAGE      | UPPER TURRET               | AS ABOVE EXCEPT P-61B-16 HAS ONLY (2) EXTERNAL BOMB STATIONS. | AS ABOVE                              | AS ABOVE | TECHNICAL ORDER 01-157B-1 (15 OCT. 1944)<br>* P-61B-20 HAS NEW G.E. TURRET & FIRE CONTROL SYSTEM. |   |                                   |

| MODEL & BLOCK NO.                                 | TAKE OFF & LANDING<br>HARD SURFACE - NO WIND       |   |                            |                                      |                                   |   | HIGH SPEED & CLIMB<br>AT NORMAL COMBAT WEIGHT |  |  |  |  |   |                                      |                                   |                          |                   | RANGE & ENDURANCE<br>STATUTE AIR MILES-NO WIND-NO ALLOWANCE FOR RESERVE |                   |               |        |             |        |                      |  |          |        | REMARKS |
|---|--|---|----------------------------|--------------------------------------|-----------------------------------|---|---|--|--|--|--|---|--------------------------------------|-----------------------------------|--------------------------|-------------------|---|-------------------|---------------|--------|-------------|--------|----------------------|--|----------|--------|---------|
|   | GROSS WEIGHT                                       | TO CLEAR 50'                              |                            | GROUND-RUN                           |                                   | STD. ALT.                                       | HIGH SPEED                                    | WAR EMERG. RATE OF CLIMB                     | MIL. POWER HIGH SPEED                        | MAX. CONTIN. POWER RATE OF CLIMB         | TIME TO CLIMB                            | TAKE OFF WEIGHT                           | BOMBS CARGO                          | TOTAL FUEL                        | MAX. CONTINUOUS POWER    |                   | MAX. CRUISE POWER   |                   | LONG RANGE    |        |             |        |                      |  |          |        |         |
|   |  | T.O. DIST.                                | LAND. DIST.                | T.O. DIST.                           | LAND. DIST.                       |   |   |  |  |  |  |   |                                      |                                   | AT 10000 FT.             | AT 25000 FT.      | AT 10000 FT.  | AT 25000 FT.      | RANGE         | ENDUR. | RANGE       | ENDUR. | RANGE                | ENDUR.                                   | RANGE    | ENDUR. |         |
|   |  | FT.                                       | FT.                        | FT.                                  | FT.                               |   |   |  |  |  |  |   |                                      |                                   | MILES                    | HOURS             | MILES   | HOURS             | MILES         | HOURS  | MILES       | HOURS  | MILES                | HOURS                                    | MILES    | HOURS  |         |
| P-61A-NO -1                                       | 24600<br>26000<br>28000<br>29000<br>30500<br>32500 | -<br>2050<br>2175<br>2300<br>2375<br>2500 | -<br>-<br>-<br>-<br>-<br>- | 1600<br>1900<br>2050<br>2300<br>2550 | 1100<br>1525<br>1700<br>1775<br>- | 25000<br>20000<br>15000<br>10000<br>5000<br>8 L | 360<br>356<br>350<br>333<br>328<br>313        | 1040<br>1575<br>1925<br>2025<br>2180<br>2460 | 360<br>355<br>343<br>323<br>305<br>287       | 11.0<br>10.1<br>7.1<br>4.5<br>2.2<br>0.0 | 27600                                    | NONE                                      | 630                                  | 365                               | 1.2                      | 4.5               | 1.3   | 800               | 2.7           | -      | -           | 1010   | 4.5                  | ALL PERFORMANCE SHOWN WITHOUT DE-ICEING. |          |        |         |
| P-61A-NO -5,-10 & -11<br>P-61B-NO -1,-2,-5,-6,-11 | A  | A   | B                          | O                                    | V                                 | E   | 28000   | 366<br>369<br>364<br>355<br>336<br>333       | 1025<br>1625<br>2240<br>2550<br>2600<br>2925 | 360<br>350<br>350<br>323<br>305<br>287   | 11.3<br>10.3<br>7.2<br>4.6<br>2.2<br>0.0 | 32100<br>30400<br>28000<br>30000<br>32000 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 1250<br>960<br>630<br>630<br>630  | 750<br>560<br>365<br>365 | 2.1<br>1.8<br>1.2 | 620<br>620<br>4.5   | 1.8<br>1.8<br>1.3 | -<br>-<br>800 | 2.7    | -<br>-<br>- | -<br>- | 1900<br>1425<br>1010 | 5.6<br>6.3<br>4.5                        | AS ABOVE |        |         |
| P-61B-NO -10                                      | A  | A   | B                          | O                                    | V                                 | E   | 28000   | 366<br>369<br>364<br>355<br>336<br>333       | 1025<br>1625<br>2240<br>2550<br>2600<br>2925 | 360<br>350<br>350<br>323<br>305<br>287   | 11.3<br>10.3<br>7.2<br>4.6<br>2.2<br>0.0 | 32100<br>30400<br>28000<br>30000<br>32000 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 1250<br>960<br>630<br>630<br>630  | 750<br>560<br>365<br>365 | 2.1<br>1.8<br>1.2 | 620<br>620<br>4.5   | 1.8<br>1.8<br>1.3 | -<br>-<br>800 | 2.7    | -<br>-<br>- | -<br>- | 1900<br>1425<br>1010 | 5.6<br>6.3<br>4.5                        | AS ABOVE |        |         |
| P-61B-NO -15,-16,-20                              | A  | A   | B                          | O                                    | V                                 | E   | 29700   | 352<br>366<br>362<br>352<br>333<br>330       | 830<br>1100<br>1360<br>1680<br>2220<br>2550  | 357<br>352<br>348<br>331<br>322<br>316   | 12.0<br>8.6<br>5.6<br>2.7<br>0.0         | 32100<br>32100<br>29700<br>31700<br>33700 | NONE<br>NONE<br>NONE<br>NONE<br>NONE | 1870<br>1250<br>960<br>630<br>630 | 750<br>560<br>365<br>365 | 2.1<br>1.8<br>1.2 | 620<br>610<br>4.0   | 1.8<br>1.8<br>1.3 | -<br>-<br>785 | 2.7    | -<br>-      | -<br>- | 1350<br>940          | 5.9<br>4.2                               | AS ABOVE |        |         |

NOTES:

RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK.  
\* MILITARY POWER AVAILABLE FOR 15 MINUTES.

P-61  
"BLACK WIDOW"

MANUFACTURED BY NORTHROP (HAWTHORNE) "NO"

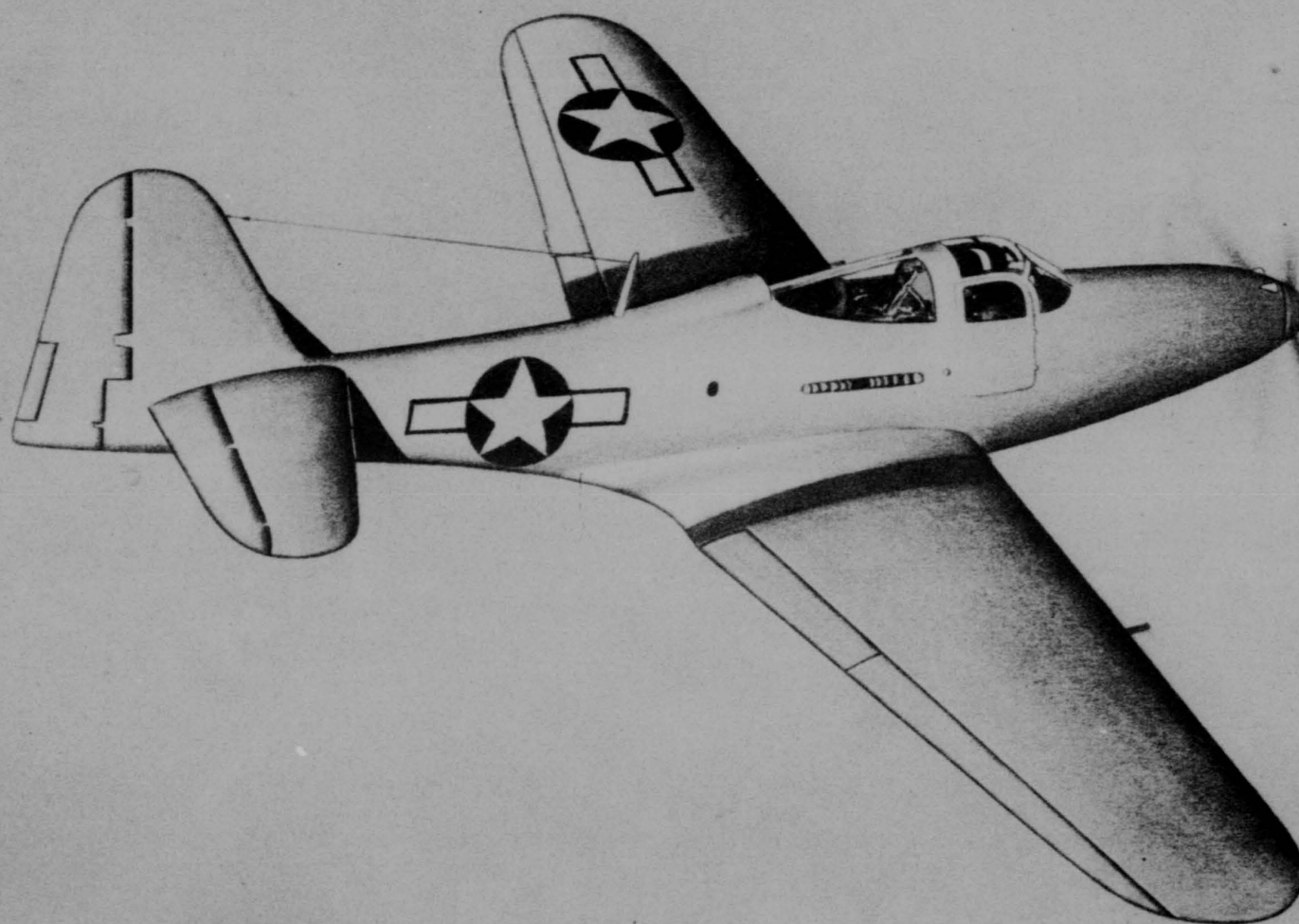
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BELL P-63A

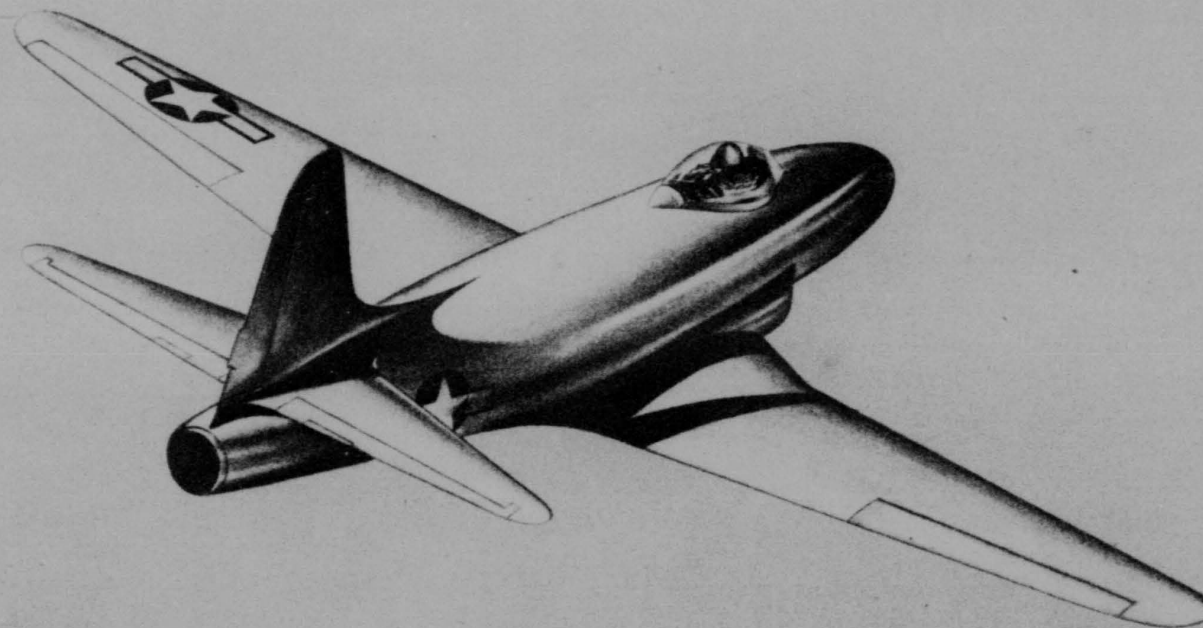
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PAGE 42  
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23 FEB. 1945



*SHOOTING STAR*  
LOCKHEED P-80

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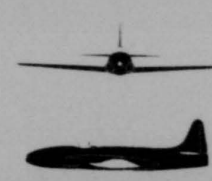
| TACTICAL PLANNING CHARACTERISTICS & PERFORMANCE CHART |        |  |  |  |                               |  |  |                    |             |                 |                       |                                      |                  |                            |   |                     |
|---|--------|--|--|--|-------------------------------|--|--|--------------------|-------------|-----------------|-----------------------|--------------------------------------|------------------|----------------------------|---|---------------------|
| MODEL & BLOCK NO.                                     | ENGINE |  |  | SIZE   |                               | WT.  |  | FUEL               |             | ARMAMENT        |                       |                                      | BOMBS-CARGO-PASS |                            | RADIO   | REMARKS & REFERENCE |
|   | NUMBER | ENGINE MFR. MODEL TYPE   | % MAX R.P.M.                                   | S-SPAN   | B-BASIC                       | TANK TYPE OR LOCATION                                    | NO. TANKS & CAPACITY U.S. GAL.                     | NO. GUNS & CALIBER | RDS PER GUN | LOCATION & TYPE | INTERNAL              | EXTERNAL                             | MAX LOAD LB.     | TYPE                       |   |                     |
|   |        |  | T-TAKE-OFF M-MILITARY C-CONTINUOUS             | L-LENGTH H-HEIGHT T-TREAD W-WING AREA                  | C-COMBAT                      |  |  |                    |             |                 | NO. & SIZE OF STATION | NO. & SIZE OF CAPACITY               |                  |                            |   |                     |
| P-80A-10<br>-1  | 1      | GENERAL ELECTRIC I-10-9 or -11 GAS TURBINE JET PROPULSION UNIT | T 100% R.P.M.<br>M 100% R.P.M.<br>C 96% R.P.M. | S 39'<br>L 34'6"<br>H 11'4"<br>T 8'9"<br>W 238 sq. ft. | B 11700<br>C 11700<br>W 11700 | FUSelage MAIN - WING L.E. & OUTRD. DROP - EXTER. SEE (f) | 1 x 207<br>2 x 72<br>2 x 49<br>2 x 165<br>759 TOT. | 6- .50             | 300         | NOSE            | NOSE                  | 2-1000<br>2- 500<br>2- 250<br>2- 100 | 2000             | AN/ASC-3, SCR-695, BC-1206 | (f) USABLE FUEL IS APPROX. 310 GAL. (DROPPABLE EXTERNAL). |                     |
|   |        |  | T<br>M<br>C                                    | S<br>L<br>H<br>T<br>W                                  | B<br>C<br>R<br>W              |  |  |                    |             |                 |                       |                                      |                  |                            |   |                     |
|   |        |  | T<br>M<br>C                                    | S<br>L<br>H<br>T<br>W                                  | B<br>C<br>R<br>W              |  |  |                    |             |                 |                       |                                      |                  |                            |   |                     |
|   |        |  | T<br>M<br>C                                    | S<br>L<br>H<br>T<br>W                                  | B<br>C<br>R<br>W              |  |  |                    |             |                 |                       |                                      |                  |                            |   |                     |
|   |        |  | T<br>M<br>C                                    | S<br>L<br>H<br>T<br>W                                  | B<br>C<br>R<br>W              |  |  |                    |             |                 |                       |                                      |                  |                            |   |                     |

| MODEL & BLOCK NO. | TAKE OFF & LANDING     |             |               |            |             |            | HIGH SPEED & CLIMB      |               |            |               |            |                    |               |       | RANGE & ENDURANCE                                      |                 |                  |            |                       |      |       |      | REMARKS |            |     |  |  |
|-------------------|------------------------|-------------|---------------|------------|-------------|------------|-------------------------|---------------|------------|---------------|------------|--------------------|---------------|-------|--|-----------------|------------------|------------|-----------------------|------|-------|------|---------|------------|-----|--|--|
|                   | HARD SURFACE - NO WIND |             |               |            |             |            | AT NORMAL COMBAT WEIGHT |               |            |               |            |                    |               |       | STATUTE AIR MILES - NO WIND - NO ALLOWANCE FOR RESERVE |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   | TO CLEAR 50'           |             |               | GROUND-RUN |             |            | STD. ALT.               | WAR EMERG.    |            | MIL. POWER    |            | MAX. CONTIN. POWER |               |       |  | TAKE OFF WEIGHT | BOMBS-CARGO-PASS | TOTAL FUEL | MAX. CONTINUOUS POWER |      |       |      |         | MAX. RANGE |     |  |  |
|                   | T.O. DIST.             | LAND. DIST. | LANDING SPEED | T.O. DIST. | LAND. DIST. | HIGH SPEED |                         | RATE OF CLIMB | HIGH SPEED | RATE OF CLIMB | HIGH SPEED | RATE OF CLIMB      | TIME TO CLIMB | RANGE | END  |                 |                  |            | RANGE                 | END  | RANGE | END  |         | RANGE      | END |  |  |
| P-80A-10<br>-1    | 11000                  | -           | -             | 1100       | 1100        | 1100       | 14000                   | 492           | 1160       | 480           | -          | -                  | 1100          | NONE  | 759  | 975             | 1.9              | 1320       | 2.7                   | 1100 | 2.7   | 1320 | 3.4     |            |     |  |  |
|                   | 12000                  | -           | -             | 1100       | 1100        | 1100       | 35000                   | 498           | 1650       | 488           | #          | 12.3               | 1100          | NONE  | 449  | 555             | 1.0              | 690        | 1.4                   | 625  | 1.5   | 780  | 1.9     |            |     |  |  |
|                   | 8000                   | -           | -             | 1100       | 1100        | 1100       | 50000                   | 508           | 2070       | 500           | #          | 9.5                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 25000                   | 521           | 2450       | 510           | #          | 7.4                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 20000                   | 533           | 2860       | 515           | #          | 5.5                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 15000                   | 542           | 3270       | 513           | #          | 3.8                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 10000                   | 548           | 3700       | 508           | #          | 2.4                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 5000                    | 554           | 4130       | 502           | #          | 1.2                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |
|                   |                        |             |               |            |             |            | 5 L                     | 558           | 4560       | 492           | #          | 0.0                |               |       |  |                 |                  |            |                       |      |       |      |         |            |     |  |  |

NOTES:

(A) RANGE IS BASED ON 50 GAL. ALLOWANCE FOR TAXI AND TAKE-OFF. CLIMB TO ALTITUDE AT 100% R.P.M. FOR ALLOWABLE TIME.

\* MILITARY % R.P.M. AVAILABLE FOR 15 MINUTES.



**P-80**  
"SHOOTING STAR"

MANUFACTURED BY LOCKHEED (Surbank) "10"

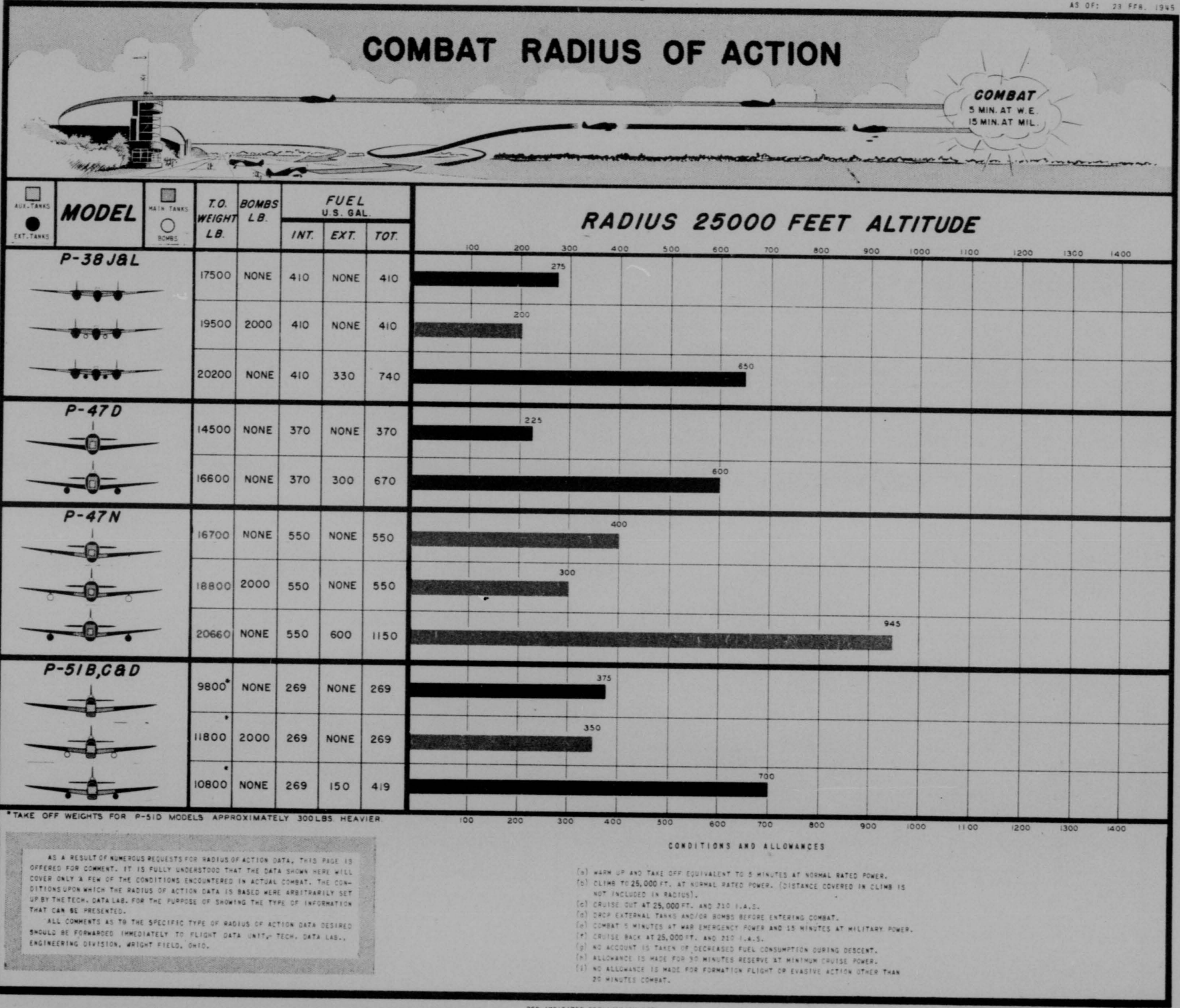
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PAGE 42 B  
AS OF: 23 FEB. 1945

# COMBAT RADIUS OF ACTION



\* TAKE OFF WEIGHTS FOR P-51D MODELS APPROXIMATELY 300LBS HEAVIER

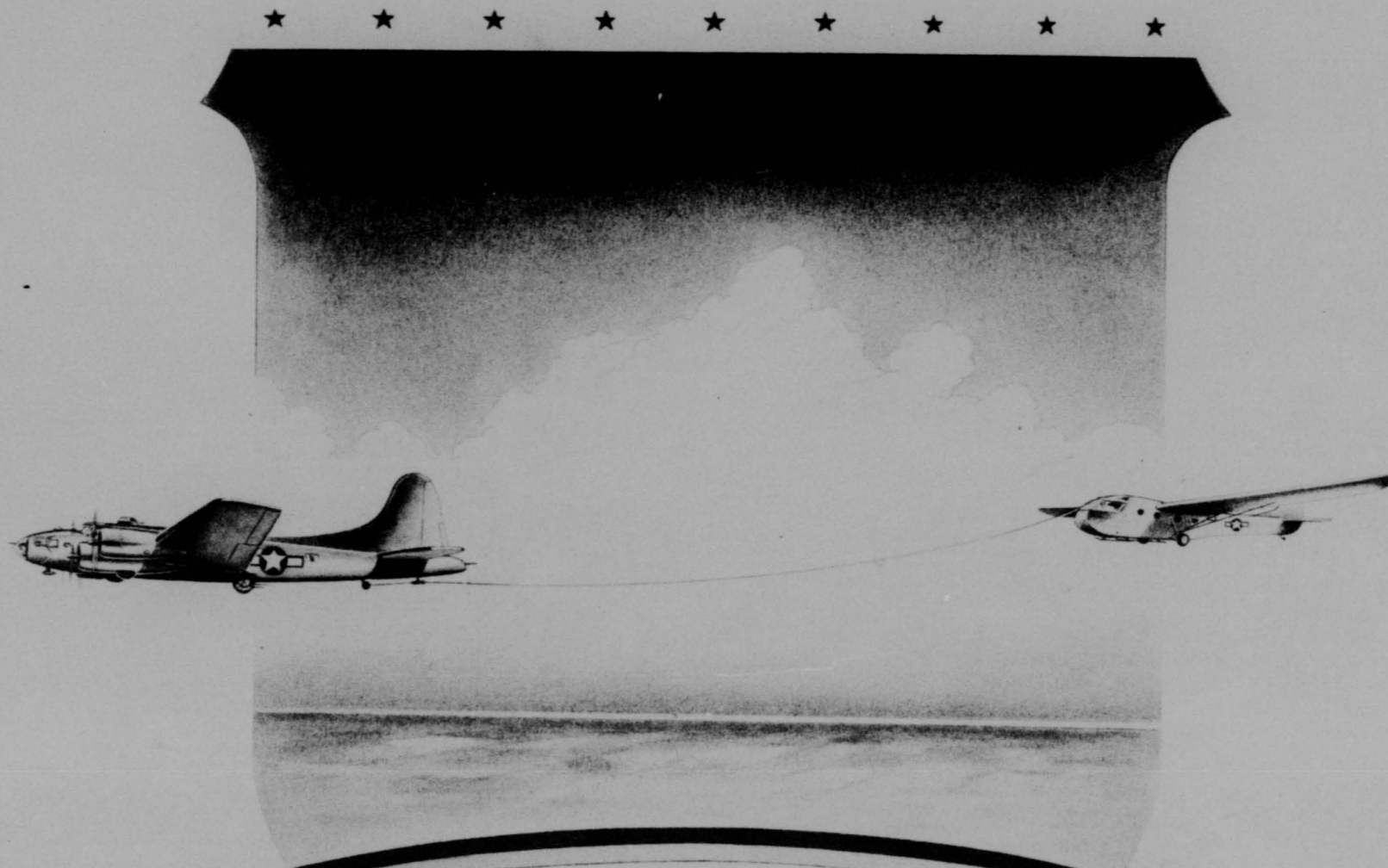
AS A RESULT OF NUMEROUS REQUESTS FOR RADIUS OF ACTION DATA, THIS PAGE IS OFFERED FOR COMMENT. IT IS FULLY UNDERSTOOD THAT THE DATA SHOWN HERE WILL COVER ONLY A FEW OF THE CONDITIONS ENCOUNTERED IN ACTUAL COMBAT. THE CONDITIONS UPON WHICH THE RADIUS OF ACTION DATA IS BASED WERE ARBITRARILY SET UP BY THE TECH. DATA LAB. FOR THE PURPOSE OF SHOWING THE TYPE OF INFORMATION THAT CAN BE PRESENTED.

ALL COMMENTS AS TO THE SPECIFIC TYPE OF RADIUS OF ACTION DATA DESIRED SHOULD BE FORWARDED IMMEDIATELY TO FLIGHT DATA UNIT, TECH. DATA LAB., ENGINEERING DIVISION, WRIGHT FIELD, OHIO.

- CONDITIONS AND ALLOWANCES
- (a) WARM UP AND TAKE OFF EQUIVALENT TO 5 MINUTES AT NORMAL RATED POWER.
  - (b) CLIMB TO 25,000 FT. AT NORMAL RATED POWER. (DISTANCE COVERED IN CLIMB IS NOT INCLUDED IN RADIUS).
  - (c) CRUISE OUT AT 25,000 FT. AND 210 I.A.S.
  - (d) DROP EXTERNAL TANKS AND/OR BOMBS BEFORE ENTERING COMBAT.
  - (e) COMBAT 5 MINUTES AT WAR EMERGENCY POWER AND 15 MINUTES AT MILITARY POWER.
  - (f) CRUISE BACK AT 25,000 FT. AND 210 I.A.S.
  - (g) NO ACCOUNT IS TAKEN OF DECREASED FUEL CONSUMPTION DURING DESCENT.
  - (h) ALLOWANCE IS MADE FOR 30 MINUTES RESERVE AT MINIMUM CRUISE POWER.
  - (i) NO ALLOWANCE IS MADE FOR FORMATION FLIGHT OR EVASIVE ACTION OTHER THAN 20 MINUTES COMBAT.

RED INDICATES PRELIMINARY DATA.  
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**GLIDER AND  
TOWPLANE SECTION**

MARCH - 1945

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## FOREWORD

## WARNING

THESE CHARTS CONTAIN CONSERVATIVE AVERAGES FOR TACTICAL PLANNING AND ARE NOT SUITABLE FOR AERODYNAMIC ANALYSIS.

Data contained herein are not to be considered guaranteed performance nor optimum performance as established by test flight but are to be considered official "Practical" characteristics and performance to be used for planning purposes for the average pilot.

All data includes service allowances based on theater experience. Individual airplanes may vary appreciably due to age and service changes. Data printed in red are preliminary and subject to revision after flight check. Data printed in black have been derived from information obtained in flight but are not actual flight test results. For detailed planning see Technical Orders listed as references.

RANGE and ENDURANCE are based on the following assumptions:

- (a) Allowance for warm up, taxi, run up, take off, and landing. (equal to ten minutes at rated power.)
- (b) Allowances for fuel consumed in climb. Distance and time to climb are included in range and endurance.
- (c) Allowance for carrying bombs and droppable tanks entire flight.
- (d) Allowance of 10% net ideal range and endurance for miscellaneous differences in airplanes, equipment, pilot technique, atmospheric conditions other than wind, unusable fuel, weight and similar variables. (For example, range varies day and night due to fuel expansion prior to take off.)
- (e) Other than the above, no allowances for wind, assured reserve, combat, nor formation flight.

## DEFINITIONS

|                                    |   |
|------------------------------------|---|
| LOADING:                           | Typical loadings of glider and towplane for tactical missions.  |
| Note:                              | Weight and fuel quantities shown apply to all performances values to the right on the same line.              |
| Max. tow speed:                    | Maximum permissible calibrated indicated air speed for towing glider at weight shown.                         |
| TAKE OFF:<br>(To clear 50' object) | Distances representative of minimum airport requirements.   |
| Take off speed:                    | Normal for average pilot. (Towplane I.A.S.)   |
| Ground run:                        | Distances representative of minimum runway requirements.  |
| CLIMB<br>(I.A.S. for climb)        | Minimum towplane indicated air speed for good control & satisfactory engine cooling.                          |
| Initial rate of climb:             | Sea level rate of climb at minimum towplane indicated air speed.  |
| Note:                              | For some combinations rate of climb tends to increase up to critical altitude of towplane.                    |
| Service ceiling:                   | Altitude at which rate of climb is 100'/min   |
| Time to service ceiling:           | Time to climb in minutes from sea level to service ceiling based on I.A.S. for climb.                         |
| RANGE & ENDURANCE:                 | (See discussion under foreword)   |
| Radius of action:                  | Distance glider can be towed and released with towplane having enough fuel to return to base alone.           |
| Time out:                          | Time from take off to release of glider, (At recommended cruising altitude).                                  |
| Time back:                         | Time required for towplane to return to base alone at recommended cruising speed and altitude.                |
| Max. range & endurance:            | Practical maximum range which glider can be towed under conditions set forth and corresponding time required. |

RED PRINT: Preliminary estimates or calculated data.

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# TOWPLANE & GLIDER TACTICAL PLANNING PERFORMANCE CHART

PAGE 45  
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## BOMBER TOWPLANE AND CG-4A GLIDER

| TOWPLANE & GLIDER COMBINATION | LOADING               |                      |                       |                            |                 |              | TAKE OFF (WITH GLIDER ATTACHED)<br>S.L.-HARD SURFACE-NO WIND |                                  |                             | CLIMB (AT MINIMUM TOW SPEED) |                           |                                |                       | RANGE & ENDURANCE<br>MAXIMUM<br>STATUTE AIR MILES-NO WIND-NO RESERVE |  |                  |             |                                 |                          | REMARKS   |    |
|-------------------------------|-----------------------|----------------------|-----------------------|----------------------------|-----------------|--------------|--|----------------------------------|-----------------------------|------------------------------|---------------------------|--------------------------------|-----------------------|--|--|------------------|-------------|---------------------------------|--------------------------|---|----|
|                               | GLIDERS               |                      | TOWPLANE              |                            |                 |              | MAX. TOW SPEED (M.P.H.)                                      | TO CLEAR 50' OBJ. DISTANCE (FT.) | TAKE OFF SPEED I.A.S. (FT.) | GROUND RUN DISTANCE (FT.)    | I.A.S. FOR CLIMB (M.P.H.) | INITIAL RATE OF CLIMB (FT/MIN) | SERVICE CEILING (FT.) | TIME TO SERVICE CEIL. (MIN.)   | RADIUS OF ACTION (GLIDER RELEASED AT RADIUS) |                  |             | RECOMM. CRUISING ALTITUDE (FT.) | MAX. RANGE (WITH GLIDER) |   |    |
|                               | TAKE-OFF WEIGHT (LB.) | CARGO OR PASS. (LB.) | TAKE-OFF WEIGHT (LB.) | BOMBS CARGO OR PASS. (LB.) | FUEL (U.S. GAL) | RADIUS (MI.) |  |                                  |                             |                              |                           |                                |                       |  | TIME OUT (HRS.)                              | TIME BACK (HRS.) | RANGE (MI.) |                                 | ENDUR. (HRS.)            |   |    |
|                               | 1                     | 2                    | 3                     | 4                          | 5               | 6            | 7  | 8                                | 9                           | 10                           | 11                        | 12                             | 13                    | 14   | 15   | 16               | 17          | 18                              | 19                       |   | 20 |
| B-17F & (1) CG-4A             | 7500                  | 3800                 | 59100                 | NONE                       | 2780            | 150          | 6100   | 110                              | 4150                        | 135                          | 300                       | 12000*                         | 37                    | (990)  | 6.3  | 6.0              | 5000        | 1380                            | 9.1                      | * LIMITED- NO OXYGEN IN GLIDER  |    |
|                               |                       |                      |                       |                            |                 |              |  |                                  |                             |                              |                           |                                |                       | (980)  | 6.3  | 5.5              | 10000       | 1370                            | 8.8                      |   |    |
| B-17F & (2) CG-4A             | 7500                  | 3800                 | 52500                 | NONE                       | 1700            | 150          | 6300   | 110                              | 4200                        | 135                          | 300                       | 11000                          | 57                    | 510  | 3.4  | 3.1              | 5000        | 720                             | 4.8                      | NOTE:<br>THE 59100 LB. LOADING WITH (2) GLIDERS IS FOR EMERGENCY RELEASE ONLY.              |    |
|                               | 7500                  | 3800                 | 59100                 | NONE                       | 2780            | 150          | 7150   | 110                              | 4700                        | 135                          | 240                       | 8000                           | 44                    | 860  | 6.0  | 5.2              | 5000        | 1140                            | 7.9                      |   |    |
| B-24D & (1) CG-4A             | 7500                  | 3800                 | 52500                 | NONE                       | 2344            | 150          | 4200   | 115                              | 3450                        | 140                          | 530                       | 12000*                         | 24                    | (870)  | 5.7  | 4.7              | 5000        | 1360                            | 8.8                      | * LIMITED- NO OXYGEN IN GLIDER  |    |
|                               | 7500                  | 3800                 | 59000                 | 6000                       | 2344            | 150          | 5050   | 115                              | 4100                        | 140                          | 325                       | 12000*                         | 41                    | (830)  | 5.0  | 4.1              | 10000       | 1280                            | 7.8                      |   |    |
| B-25C & (1) CG-4A             | 7500                  | 3800                 | 30000                 | 2000                       | 972             | 150          | 5050   | 120                              | 4150                        | 140                          | 390                       | 12000*                         | 38                    | 540  | 3.4  | 3.0              | 5000        | 700                             | 3.8                      | * LIMITED- NO OXYGEN IN GLIDER<br>NOTE:<br>LOADINGS SHOWN ARE FOR PROVISIONAL RELEASE ONLY. |    |
|                               |                       |                      |                       |                            |                 |              |  |                                  |                             |                              |                           |                                |                       |  |  |                  |             |                                 |                          |   |    |

**NOTES:**

- (1) REFERENCE MATERIAL FROM TECHNICAL ORDER 01-1-143 dated 20 DEC. 1944.  
(2) ALL PERFORMANCE SHOWN WITH GLIDER TRAINING GEAR ATTACHED.

RED FIGURES ARE PRELIMINARY. SUBJECT TO REVISION AFTER FLIGHT CHECK.

TEMPORARY TOW RELEASE MECHANISM ON B-17F CAN BE INSTALLED QUICKLY WITH NO STRUCTURAL MODIFICATIONS REQUIRED.

TOW PLANE PERFORMANCE WITH CG-4D TO BE SAME AS WITH CG-4A.

**GLIDER CHARACTERISTICS**

| WEIGHT             | GLIDER CHARACTERISTICS   | SIZE                         |
|--------------------|--|------------------------------|
| B - BASIC          |  | S - SPAN                     |
| C - COMBAT         |  | L - LENGTH                   |
| W - WAR MAX.       |  | H - HEIGHT                   |
| B - (3700 to 4500) | <p><b>TYPICAL GLIDER CAPACITIES</b></p> <p>(a) TROOP CARRIER: CREW(2) &amp; TROOPS(13).<br/>(b) CARGO CARRIER: CREW(2) &amp; TROOPS(4) &amp; JEEP CAR(1).<br/>(c) CARGO CARRIER: CREW(2) &amp; TROOPS(3) &amp; 75MM. HOWITZER(1) &amp; 75MM. AMMUNITION(18 RDS.)</p> | T - TREAD                    |
| C - 7500           |  | W - WING AREA                |
| W - 9000           |  | S - 83'8"                    |
|                    |  | L - 48'4"                    |
|                    |  | H - 12'7"                    |
|                    |  | T - 9'4"                     |
|                    |  | W - (Tact. gear) 852 sq. ft. |

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# TOWPLANE & GLIDER TACTICAL PLANNING PERFORMANCE CHART

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AS OF:  
23 FEB. 1946

## CARGO TOWPLANE AND CG-4A GLIDER

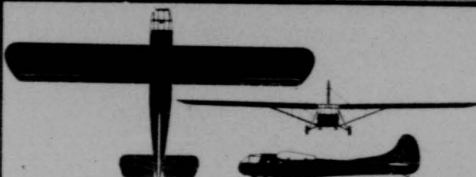
| TOWPLANE & GLIDER COMBINATION   | LOADING               |                      |                       |                            |                  |              | TAKE OFF (WITH GLIDER ATTACHED)<br>S.L.-HARD SURFACE-NO WIND |                                  |                       | CLIMB (AT MINIMUM TOW SPEED) |                           |                                  |                       | RANGE & ENDURANCE<br>STATUTE AIR MILES-NO WIND-NO RESERVE<br>MAXIMUM |  |                  |             |                                 |                          | REMARKS  |  |
|---|-----------------------|----------------------|-----------------------|----------------------------|------------------|--------------|--|----------------------------------|-----------------------|------------------------------|---------------------------|----------------------------------|-----------------------|--|--|------------------|-------------|---------------------------------|--------------------------|--|--|
|   | GLIDERS               |                      | TOWPLANE              |                            |                  |              | MAX. TOW SPEED (M.P.H.)                                      | TO CLEAR 50' OBJ. DISTANCE (FT.) | TAKE OFF SPEED I.A.S. | GROUND RUN DISTANCE (FT.)    | I.A.S. FOR CLIMB (M.P.H.) | INITIAL RATE OF CLIMB (FT./MIN.) | SERVICE CEILING (FT.) | TIME TO SERVICE CEIL. (MIN.)   | RADIUS OF ACTION (GLIDER RELEASED AT RADIUS) |                  |             | RECOMM. CRUISING ALTITUDE (FT.) | MAX. RANGE (WITH GLIDER) |  |  |
|   | TAKE-OFF WEIGHT (LB.) | CARGO OR PASS. (LB.) | TAKE-OFF WEIGHT (LB.) | BOMBS CARGO OR PASS. (LB.) | FUEL (U.S. GAL.) | RADIUS (MI.) |  |                                  |                       |                              |                           |                                  |                       |  | TIME OUT (HRS.)                              | TIME BACK (HRS.) | RANGE (MI.) |                                 | ENDUR. (HRS.)            |  |  |
|   | (LB.)                 | (LB.)                | (LB.)                 | (LB.)                      | (U.S. GAL.)      | (M.P.H.)     | (FT.)  | I.A.S.                           | (FT.)                 | (M.P.H.)                     | (FT./MIN.)                | (FT.)                            | (MIN.)                | (MI.)  | (HRS.)                                       | (HRS.)           | (FT.)       | (MI.)                           | (HRS.)                   |  |  |
| C-46A & (1)CG-4A  | 7500                  | 3800                 | 11000                 | NONE                       | 1100             | 150          | 3400   | 85                               | 2650                  | 120                          | 640                       | 12000*                           | 22                    | 770  | 5.2  | 4.7              | 5000        | 1255                            | 8.5                      | * LIMITED - NO OXYGEN IN GLIDER.   |  |
|   | 7500                  | 3800                 | 16000                 | 5000                       | 1100             | 150          | 4450   | 90                               | 3350                  | 120                          | 490                       | 12000*                           | 30                    | 715  | 5.3  | 4.3              | 5000        | 1115                            | 8.2                      |  |  |
| C-46A & (2)CG-4A  | 7500                  | 3800                 | 11000                 | NONE                       | 1100             | 150          | 4700   | 85                               | 3500                  | 120                          | 330                       | 12000*                           | 50                    | 605  | 4.5  | 3.7              | 5000        | 850                             | 6.3                      | * LIMITED - NO OXYGEN IN GLIDER.<br>NOTE:<br>THE 16000 LB. LOADING WITH (2) GLIDERS IS FOR EMERGENCY RELEASE ONLY. |  |
|   | 7500                  | 3800                 | 16000                 | 5000                       | 1100             | 150          | 6700   | 90                               | 4750                  | 120                          | 240                       | 8700                             | 43                    | 555  | 4.1  | 3.4              | 5000        | 755                             | 5.7                      |  |  |
| C-47, 47A & 53 (PADDLE BLADE PROPS) & (1)CG-4A  | 7500                  | 3800                 | 26000                 | 3000                       | 804              | 150          | 4600   | 80                               | 3000                  | 105                          | 515                       | 12000*                           | 31                    | 575  | 4.8  | 3.6              | 5000        | 955                             | 7.9                      | * LIMITED - NO OXYGEN IN GLIDER.   |  |
|   | 7500                  | 3800                 | 29000                 | 6000                       | 804              | 150          | 5350   | 85                               | 3200                  | 105                          | 410                       | 11300                            | 37                    | 515  | 4.6  | 3.4              | 5000        | 870                             | 7.3                      |  |  |
|   | 7500                  | 3800                 | 31000                 | 8000                       | 804              | 150          | 5900   | 85                               | 3400                  | 105                          | 350                       | 10400                            | 39                    | 520  | 4.4  | 3.1              | 5000        | 820                             | 6.9                      |  |  |
| C-47, 47A & 53 (PADDLE BLADE PROPS) & (1)CG-4A (TOWPLANE EQUIPPED WITH PARA-PACK RACKS) | 7500                  | 3800                 | 26000                 | 3000                       | 804              | 150          | 4750   | 80                               | 3100                  | 105                          | 465                       | 11800                            | 35                    | 525  | 4.4  | 3.6              | 5000        | 870                             | 7.3                      |  |  |
|   | 7500                  | 3800                 | 29000                 | 6000                       | 804              | 150          | 6000   | 80                               | 3350                  | 105                          | 370                       | 10600                            | 38                    | 485  | 4.1  | 3.4              | 5000        | 830                             | 6.9                      |  |  |
| C-47, 47A & 53 (PADDLE BLADE PROPS) & (2)CG-4A  | 7500                  | 3800                 | 21200#                | 1200                       | 804              | 150          | 6250   | 80                               | 3550                  | 105                          | 220                       | 7800                             | 46                    | 450  | 4.0  | 2.8              | 2000        | 665                             | 5.8                      | # LOADINGS SHOWN ARE FOR EMERGENCY RELEASE ONLY.   |  |
|   | 7500                  | 3800                 | 26000#                | 3000                       | 804              | 150          | 6900   | 80                               | 3800                  | 105                          | 180                       | 7300                             | 50                    | 435  | 3.8  | 2.7              | 2000        | 630                             | 5.5                      |  |  |
| C-60A & (1)CG-4A  | 7500                  | 3800                 | 18500                 | NONE                       | 644              | 150          | 4000   | 85                               | 2750                  | 120                          | 550                       | 12000*                           | 37                    | 580  | 4.3  | 3.6              | 5000        | 940                             | 6.9                      | * LIMITED - NO OXYGEN IN GLIDER.   |  |
|   | 7500                  | 3800                 | 21500                 | 3000                       | 644              | 150          | 5550   | 85                               | 3675                  | 120                          | 320                       | 11500                            | 48                    | 410  | 3.1  | 2.5              | 5000        | 560                             | 4.2                      |  |  |
| C-60A & (2)CG-4A  | 4700#                 | 1000                 | 18500                 | NONE                       | 644              | 150          | 6200   | 85                               | 4100                  | 120                          | 250                       | 8000                             | 40                    | 360  | 2.7  | 2.2              | 5000        | 540                             | 4.5                      | # LOADINGS SHOWN ARE FOR EMERGENCY RELEASE ONLY.   |  |
|   | 7500#                 | 3800                 | 18500                 | NONE                       | 644              | 150          | 7000   | 85                               | 4500                  | 120                          | 200                       | 7300                             | 41                    | 330  | 2.5  | 2.0              | 5000        | 475                             | 3.6                      |  |  |

**NOTES:**

- (1) REFERENCE MATERIAL FROM TECHNICAL ORDER 01-1-143 dated 20 DEC. 1944. RED FIGURES ARE PRELIMINARY; SUBJECT TO REVISION AFTER FLIGHT CHECK.
- (2) ALL PERFORMANCE SHOWN WITH GLIDER TRAINING GEAR ATTACHED.

TOW PLANE PERFORMANCE WITH CG-4A TO BE SAME AS WITH CG-4A

**GLIDER CHARACTERISTICS**

| WEIGHT                              | GLIDER CHARACTERISTICS   | SIZE                         |
|-------------------------------------|--|------------------------------|
| B - BASIC                           |   | S - SPAN                     |
| C - COMBAT                          |  | L - LENGTH                   |
| W - WAR MAX                         |  | H - HEIGHT                   |
| B - (3700 <sup>60</sup> )<br>(4500) | <p><b>TYPICAL GLIDER CAPACITIES</b></p> <p>(a) TROOP CARRIER: CREW(2) &amp; TROOPS(13).</p> <p>(b) CARGO CARRIER: CREW(2) &amp; TROOPS(4) &amp; JEEP CAR(1).</p> <p>(c) CARGO CARRIER: CREW(2) &amp; TROOPS(3) &amp; 75MM. HOWITZER(1) &amp; 75MM. AMMUNITION(15 RES.)</p> | T - TREAD                    |
| C - 7500                            |  | W - WING AREA                |
| W - 9000                            |  | S - 83'8"                    |
|                                     |  | L - 48'4"                    |
|                                     |  | H - 12'7"                    |
|                                     |  | T - 9'4"                     |
|                                     |  | W (Tact. gear) - 852 SQ. FT. |

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# TOWPLANE & GLIDER TACTICAL PLANNING PERFORMANCE CHART

PAGE 48  
AS OF:  
23 FEB. 1946

## CARGO TOWPLANE AND CG-13A GLIDER

| TOWPLANE & GLIDER COMBINATION                          | LOADING                     |                            |                             |                                     |                     |                                  | TAKE OFF<br>(WITH GLIDER ATTACHED)<br>SL-HARD SURFACE-NO WIND |                                |                                    | CLIMB<br>(AT MINIMUM TOW SPEED)    |   |                             |   | RANGE & ENDURANCE<br>MAXIMUM<br>STATUTE AIR MILES-NO WIND-NO RESERVE |                       |                        |  |                             |        | REMARKS |
|--|-----------------------------|----------------------------|-----------------------------|-------------------------------------|---------------------|----------------------------------|---|--------------------------------|------------------------------------|------------------------------------|---|-----------------------------|---|--|-----------------------|------------------------|--|-----------------------------|--------|---------|
|  | GLIDERS                     |                            |                             | TOWPLANE                            |                     |                                  | TO CLEAR<br>50' OBJ.<br>DISTANCE<br>(FT.)                     | TAKE<br>OFF<br>SPEED<br>I.A.S. | GROUND<br>RUN<br>DISTANCE<br>(FT.) | I.A.S.<br>FOR<br>CLIMB<br>(M.P.H.) | INITIAL<br>RATE OF<br>CLIMB<br>(FT./MIN.) | SERVICE<br>CEILING<br>(FT.) | TIME<br>TO<br>SERVCE<br>CEIL.<br>(MIN.) | RADIUS OF ACTION<br>(GLIDER RELEASED<br>AT RADIUS)                   |                       |                        | RECOMM.<br>CRUISING<br>ALTITUDE<br>(FT.) | MAX. RANGE<br>(WITH GLIDER) |        |         |
|  | TAKE-OFF<br>WEIGHT<br>(LB.) | CARGO<br>OR PASS.<br>(LB.) | TAKE-OFF<br>WEIGHT<br>(LB.) | BOMBS<br>CARGO<br>OR PASS.<br>(LB.) | FUEL<br>(U.S. GAL.) | MAX.<br>TOW<br>SPEED<br>(M.P.H.) |   |                                |                                    |                                    |   |                             |   | RADIUS   | TIME<br>OUT<br>(HRS.) | TIME<br>BACK<br>(HRS.) |  | RANGE                       | ENDUR. |         |
|  | (LB.)                       | (LB.)                      | (LB.)                       | (LB.)                               | (U.S. GAL.)         | (M.P.H.)                         | (MI.)   | (HRS.)                         | (HRS.)                             | (MI.)                              | (HRS.)                                    |                             |   |  |                       |                        |  |                             |        |         |
| C-47,47A & 53<br>PADDLE BLADE PROPS<br>&<br>(1) CG-13A | 10000                       | 1300                       | 24200                       | 1200                                | 804                 | 195                              | 4550  | 85                             | 3050                               | 105                                | 460                                       | 12000*                      | 36                                      | 555  | 4.8                   | 3.6                    | 2000                                     | 855                         | 7.4    |         |
|  | 15700                       | 7000                       | 24200                       | 1200                                | 804                 | 195                              | 5650  | 90                             | 3550                               | 105                                | 300                                       | 9500                        | 41                                      | 485  | 4.2                   | 3.2                    | 2000                                     | 725                         | 6.3    |         |
|  | 17700 <sup>1</sup>          | 9000                       | 24200                       | 1200                                | 804                 | 195                              | 6300  | 90                             | 3800                               | 105                                | 215                                       | 8500                        | 45                                      | 460  | 4.0                   | 3.0                    | 2000                                     | 675                         | 5.9    |         |
| C-60A<br>&<br>(1) CG-13A                               | 9500                        | 800                        | 18000                       | NONE                                | 644                 | -                                | 5050  | 85                             | 3350                               | 120                                | 400                                       | 12000*                      | 39                                      | 420  | 3.1                   | 2.6                    | 5000                                     | 590                         | 4.4    |         |
| C-46A<br>&<br>(1) CG-13A                               | 10000                       | 1300                       | 41000                       | NONE                                | 1400                | 195                              | 4400  | 85                             | 3200                               | 120                                | 465                                       | 12000*                      | 29                                      | 700  | 5.2                   | 4.2                    | 5000                                     | 1095                        | 8.1    |         |
|  | 18900                       | 10200                      | 41000                       | NONE                                | 1400                | 195                              | 5150  | 90                             | 3700                               | 120                                | 320                                       | 12000*                      | 45                                      | 610  | 4.6                   | 3.7                    | 5000                                     | 895                         | 6.7    |         |

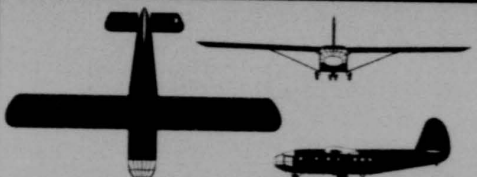
**NOTES:**

- (1) REFERENCE MATERIAL FROM TECHNICAL ORDER 01-1-1143 dated 20 DEC. 44.  
 (2) ALL PERFORMANCE SHOWN WITH GLIDER TRAINING GEAR ATTACHED.  
 ATTENTION: WEIGHT OF GLIDER MAY BE LIMITED BY TOWPLANE PERFORMANCE; SEE T.O. 01-1-1143 DEC. 1944 FOR ALLOWABLE GLIDER WEIGHT WITH CORRESPONDING TOWPLANE.

**(A) TYPICAL GLIDER CONDITIONS**

- (a) JEEPS (2) & TROOPS (8) & CREW (2)  
 (b) JEEP (1) & TROOPS (8) & CREW (2) & 75mm. HOWITZER (1) & AMMUNITION (156 HDS.)  
 (c) TROOPS (8) & CREW (2) & 75mm. HOWITZER (2) & AMMUNITION (165 HDS.)  
 (d) TROOPS (8) & CREW (2) & STD. 105mm. HOWITZER (1) (M-2) & AMMUNITION (63 HDS.)  
 (e) TROOPS (40) & CREW (2) & AERIAL DELIVERY CONTAINERS (4)  
 (f) WEAPONS CARRIER, 6x6, 1 1/2 TON (1) & CREW (2)  
 (g) JEEP (1) & TROOPS (6) & CREW (2) & 105mm. HOWITZER (1) & AMMUNITION (27 HDS.)

**GLIDER CHARACTERISTICS**

| WEIGHT     | GLIDER CHARACTERISTICS  | SIZE           |
|------------|---|----------------|
| B-BASIC    |  | S-SPAN         |
| C-COMBAT   |   | L-LENGTH       |
| W-WAR MAX. |   | H-HEIGHT       |
| B- 8700    | <p><b>TYPICAL GLIDER CAPACITIES</b></p> <p>SEE NOTE "A" AT LEFT</p>                   | T-TREAD        |
| C- 18900   |   | W-WING AREA    |
| W- 18900   |   | S- 85' 7"      |
|            |   | L- 54' 3"      |
|            |   | H- 20' 3"      |
|            |   | T- 9' 11"      |
|            |   | W- 873 SQ. FT. |

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# TOWPLANE & GLIDER TACTICAL PLANNING PERFORMANCE CHART

PAGE 49  
AS OF:  
23 FEB. 1945

## CARGO TOWPLANE AND CG-15A GLIDER

| TOWPLANE<br>&<br>GLIDER<br>COMBINATION                | LOADING                     |                           |                             |                                     |                     |                                  | TAKE OFF<br>(WITH GLIDER ATTACHED)<br>S.L.-HARD SURFACE-NO WIND |                      |                           | CLIMB<br>(AT MINIMUM TOW SPEED) |                             |                    |  | RANGE & ENDURANCE<br>MAXIMUM<br>STATUTE AIR MILES-NO WIND-NO RESERVE |                       |                        |                                |                             |        | REMARKS |
|---|-----------------------------|---------------------------|-----------------------------|-------------------------------------|---------------------|----------------------------------|---|----------------------|---------------------------|---------------------------------|-----------------------------|--------------------|--|--|-----------------------|------------------------|--------------------------------|-----------------------------|--------|---------|
|   | GLIDERS                     |                           |                             | TOWPLANE                            |                     |                                  | TO CLEAR<br>50' OBJ.<br>DISTANCE                                | TAKE<br>OFF<br>SPEED | GROUND<br>RUN<br>DISTANCE | I.A.S.<br>FOR<br>CLIMB          | INITIAL<br>RATE OF<br>CLIMB | SERVICE<br>CEILING | TIME<br>TO<br>SERVICE<br>CEIL.<br>(MIN.) | RADIUS OF ACTION<br>(GLIDER RELEASED<br>AT RADIUS)                   |                       |                        | RECOMM<br>CRUISING<br>ALTITUDE | MAX. RANGE<br>(WITH GLIDER) |        |         |
|   | TAKE-OFF<br>WEIGHT<br>(LB.) | CARGO<br>OR PASS<br>(LB.) | TAKE-OFF<br>WEIGHT<br>(LB.) | BOMBS<br>CARGO<br>OR PASS.<br>(LB.) | FUEL<br>(U.S. GAL.) | MAX.<br>TOW<br>SPEED<br>(M.P.H.) |   |                      |                           |                                 |                             |                    |  | RADIUS   | TIME<br>OUT<br>(HRS.) | TIME<br>BACK<br>(HRS.) |                                | RANGE                       | ENDUR. |         |
|   |                             |                           |                             |                                     |                     |                                  | (FT.)   | (I.A.S.)             | (FT.)                     | (M.P.H.)                        | (FT/MIN.)                   | (FT.)              | (MI.)                                    | (HRS.)   | (HRS.)                | (FT.)                  | (MI.)                          | (HRS.)                      |        |         |
| C-47 47A&53<br>PADDLER BLADE PROPS<br>&<br>(1) CG-15A | 8000                        | 3950                      | 26000                       | 3000                                | 80L                 | 180                              | 4900  | 80                   | 3150                      | 105                             | 125                         | *12000             | 37                                       | 555  | 4.4                   | 3.8                    | 5000                           | 850                         | 6.8    |         |
|   | 8000                        | 3950                      | 29000                       | 5000                                | 80L                 | 180                              | 5600  | 85                   | 3700                      | 105                             | 365                         | 10500              | 45                                       | 520  | 4.2                   | 3.5                    | 5000                           | 775                         | 6.2    |         |
|   | 8000                        | 3950                      | 31000                       | 8000                                | 80L                 | 180                              | 6200  | 85                   | 4050                      | 105                             | 320                         | 9500               | 45                                       | 490  | 3.9                   | 3.3                    | 5000                           | 720                         | 5.7    |         |
| C-46A<br>&<br>(1) CG-15A                              | 8000                        | 3950                      | 41000                       | NONE                                | 1400                | 180                              | 3850  | 85                   | 2850                      | 120                             | 620                         | 12000*             | 25                                       | 755  | 5.3                   | 4.6                    | 5000                           | 1215                        | 8.4    |         |
|   | 8000                        | 3950                      | 46000                       | 5000                                | 1400                | 180                              | 5050  | 90                   | 3650                      | 120                             | 480                         | 12000*             | 30                                       | 715  | 5.3                   | 4.3                    | 5000                           | 1115                        | 8.3    |         |

**NOTES:**

- REFERENCE MATERIAL FROM TECHNICAL ORDER 01-1-143, DATED 20 DEC. 1944.
- ALL PERFORMANCE SHOWN WITH GLIDER TRAINING GEAR ATTACHED.

**GLIDER CHARACTERISTICS**

WEIGHT  
B-BASIC  
C-COMBAT  
W-WAR MAX.



SIZE  
S-SPAN  
L-LENGTH  
H-HEIGHT  
T-TREAD  
W-WING AREA

**TYPICAL GLIDER CAPACITIES**

B- 1050  
C- 8000  
W- 9000

- (a) TROOP CARRIER: CREW(2) & TROOPS(13).
- (b) CARGO CARRIER: CREW(2) & TROOPS(4) & JEEP CAR(1).
- (c) CARGO CARRIER: CREW(2) & TROOPS(3) & 75MM. HOWITZER(1) & 75MM. AMMUNITION(18 REG.)

S- 62'3"  
L- 18'9"  
H- 12'7"  
T- -  
W- 556 SQ. FT.

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