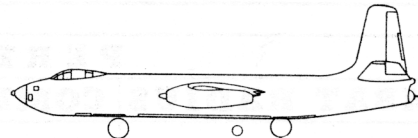
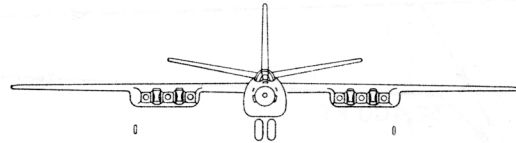
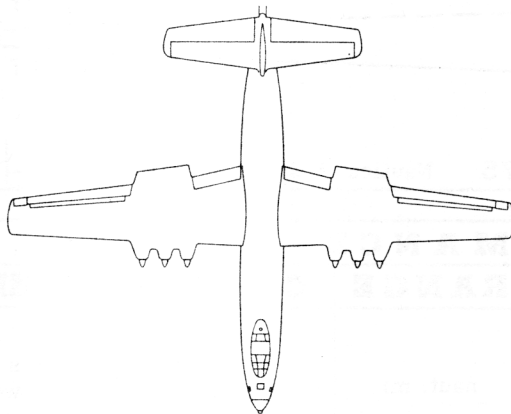


A-1
XB-48/CAAM

2nd draft; 2nd ed; 26 Feb 53
26 Feb 53

Characteristics Summary

BOMBER **XB-48**



MARTIN

Wing area 1330.0 sq ft Length 85.8 ft
Span 108.3 ft Height 27.5 ft

AVAILABILITY

PROCUREMENT

Number available

Number to be delivered in fiscal years

ACTIVE	RESERVE	TOTAL				

STATUS

1. First flight: July 1947
2. Delivery of two experimental articles completed February 1949.

POWER PLANT

(6) Turbo-Jet J 35-GE-7
General Electric

S.L. Static LB - RPM

T.O: 3750 - 7700

Max: 3750 - 7700

Nor: 3270 - 7400

FEATURES

Crew: 3

Cabin Pressurization and Cooling

Electric De-icing

Blind Landing Equipment

Max Fuel Capacity: 5100 gal.

ARMAMENT

Turrets: 1*

Ammunition: None

Max Bomb Load: (1) 22,000 lb

Max Bomb Size: 22,000 lb

*Operable Dummy Tail Turret.

Classification cancelled or changed to ~~Unclassified~~

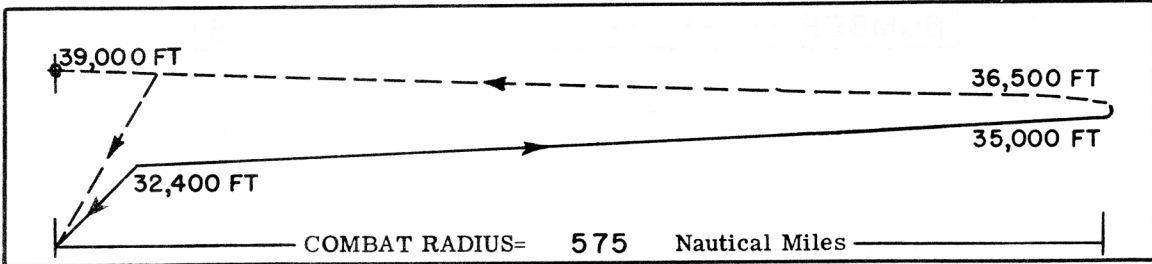
AUTH: AFSC AT & C Sec. Class. Guide 1 Jan 64
By a R. Donnelly Topsec 13 Dec 1966
Signature and Grade

7 APRIL 1949

XB-48

1 Dec 1949 addn

Characteristics Summary Basic Mission XB-48



P E R F O R M A N C E

COMBAT RADIUS	COMBAT RANGE	COMBAT SPEED
575 naut. mi with 8000 lb payload at 390 knots avg. in 3.12 hours.	1155 naut. mi with 8000 lb payload at 390 knots avg. in 3.04 hours.	432 knots at 35,000 ft alt, max power
		MAXIMUM SPEED
		471 knots at 13,000 ft alt, max power
C L I M B	C E I L I N G	T A K E - O F F
2200 fpm sea level, take-off weight normal power	36,000 ft 100 fpm, take-off weight normal power	ground run 4250 ft no assist — ft assisted
5360 fpm sea level, combat weight maximum power	42,500 ft 500 fpm, combat weight maximum power	over 50 ft height 5550 ft no assist — ft assisted
L O A D	W E I G H T S	S T A L L I N G S P E E D
Bombs: 8000 lb Ammunition: None Fuel: 4770 gal protected 100 % droppable 10 % external 0 %	Empty..... 63,603 lb Combat... 77,645 lb Take - off 102,600 lb limited by design gross weight	98 knots flaps down, take-off weight
		TIME TO CLIMB
		—

N O T E S

- PERFORMANCE BASIS: NACA standard conditions no wind, single airplane;
 - Fuel consumption based on AMC flight tests is increased 5%.
 - Air Force Phase II flight tests
- Performance and loading are based on design conditions.

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