

A-26 WITH JET BOOSTER

A-26
Drawer
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The actual change to the airplane was to remove the two rear turrets with their guns and ammunition, the sighting station and the operator. An I-16 General Electric unit was installed in about the location of the rear cockpit. The airscoop and tail pipe installations are best shown in the accompanying photos. In order to supply kerosene fuel for the jet we installed a special 125 gallon tank in the rear upper part of the bomb bay in the position usually occupied by the upper turret and ammunition. If the jet were designed to burn gasoline, which I understand is now common practice, this extra tank would not be required as the jet unit could operate off of the regular fuel system. As we made the installation, the conventional engines operated off of the regular system with no reduction in fuel, with the added boost of the jet for about 27 minutes full throttle, using the 125 gallons of kerosene.

The front armor of the airplane, 8-50 cal. guns in the nose; 6-50 cal. in the wings; 14-5 inch rockets under the wings and the lower half of the bomb bay was undisturbed. It was simply a case of trading the rear armament for about 27 minutes of high performance.

The G. E. I-16 jet unit which was used in the first airplane is now out of manufacture, so would not be available for future airplanes. However, the Westinghouse 19-XB has about the same characteristics and can probably be used with the same airscoop and tail pipe.

The weight empty of the airplane was increased about 705 pounds by the change. This is partially offset by about 650 pounds of weight empty items (gunner, ammunition and guns) which were omitted from the rear gunner's station as a result of the jet installation.

Enclosed is a photostatic copy of the official flight test on the airplane plus some extra photos of the installation. In addition to the performance shown, the AMC also established a speed record with the airplane for 1000 kilometers, closed course, carrying a load of 1000 kilograms. The details of the flight are as follows:

Distance - 1000 kilometers (621.4 statute miles), Dayton to St. Louis and return.

Payload - 1000 kilograms (2205 lbs.)

Time - 1 hour, 30 min., 50 sec.

Speed - 414 mph average.

Altitude - 22,000 ft.

Jet unit operated for approximately 45 minutes.