Army AIRCRAFT model designation

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★ DESCRIPTIONS ★

★ QUANTITIES ★

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THREE VIEWS

MODEL DESIGNATION

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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	DESCRIPTION
			P.A.C.
XA-45-CO	-	-	REDESIGNATED XB-51

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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	DESCRIPTION
B-29F-RW	MODIFI-CATIONS	6	Six B-29's modified for operation "Hanook". A few of the major modifications were; Stripped of all armament and combat equipment; equipped with fuel injection engines; manifold fuel system and Curtiss electric reversible pitch propellers. Powered by four (4) R-3350's.
XB-29G-RA	MODIFI-CATION	1	One B-29A serial number 44-84043, modified for use as "Flight Test Bed" for axial flow jet engines. Modifications include the installation of an electrically operated retracting and extending mechanism installed in rear bomb bay to accommodate a J-35 or XJ-47-1 engine. Fuel transfer system was eliminated because center wing tanks are used for jet engine fuel. Powered by four (4) R-3350-23,23A, 41, 57 or 59 engines.
XB-29H-BN	MODIFI-CATION	1	One B-29A-70 serial number 44-62272, made available to the Armament Laboratory, Engineering Division for approximately two years to carry out the development of optical radar bomb sight for use in high speed, jet propelled aircraft. Assigned an experimental classification to remove requirement for application of all technical orders other than those concerned with safety. Powered by four (4) R-3350's.
XB-29-RO	MODIFI-CATION	1	Two B-29, serial nos. 45-21803 and 21804, modified for use of the press on operation "Crossroad". One was modified as photo airplane with (10) photo stations; the other modified as radio broadcast plane with (5) stations. Powered by four (4) R-3350's.
YB-35A-NO	AC-33920	5	Differs from the XB-35 by the initial installation of radar equipment; installation of tactical and paneled radio equipment winterization and climatization. Powered by four (4) R-4360-17 or -21 engines.
YB-36A-CF B-36A-CF	AC-22352 AC-7	1 22	Differs from the XB-36 by the change of crew locations to facilitate coordination; bubble canopy installed; landing gear changed to dual tandem twin wheels; other minor changes. Powered by six (6) R-4360-25 engines.
B-36B-CF	AC-7	75	Differs from B-36A by change to R-4360-41 engines, giving an increase of 3000 hp. per plane; provisions for carrying 12000, 22000 and 43000 lb. bombs; installation of AN/APQ-24 radar set in lieu of AN/APQ-23A and an E-6 auto-pilot is used in lieu of C-1.
YB-36C-CF	AC-7	1	One B-36A airplane to be changed from pusher to tractor type. The R-4360-51 engines increase T.O. hp by 700 hp. Average cruising speed increased approximately 100 MPH.
B-45A-NA	AC-15569	96	Differs from XB-45 due to change of nose compartment and landing gear. Equipped with ejection seats for crew. Pilot's and co-pilot's canopy can be jettisoned from either position to provide an emergency exit. Two droppable jet assist units provide additional thrust of 4000 lb. each for approximately one minute for take-off. Powered by four (4) J-35 engines.

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B-45C-NA	AC-15569	43	New configuration of the B-45A. Wing and empennage are strengthened to permit higher speeds and an increase in gross weight. The four (4) J-47 engines will have installation for water injection for high power take-off performance. Range will be increased as a result of the installation of two droppable wing tip tanks.
B-50-RO B-50A-RO	AC-13013 AC-15587	79	B-50: Initially this designation should have been B-50A. B-50A: Very heavy bombardment type airplane designed for long range-high altitude operation. Similar to B-29 except for external features changed as follows: Vertical stabilizer and rudder are higher; engine nacelles larger with pronounced air intake scoops and the nacelles extend beyond wing trailing edge. Powered by four (4) R-4360-35 engines.
B-50B-RO	AC-13013 AC-15587	135	Differs from B-50A by change to AN/APQ-7A radar set in lieu of AN/APQ-23. The AN/APQ-7A will be retro-fitted to the AN/APQ-16 when available. As a result of this the external configuration will be changed by a 15 foot airfoil replacing a 60 inch dish antenna. Powered by four (4) R-4360-35 engines.
YB-50C-BO	-	1	Differs from B-50A & B-50B in that the fuselage is lengthened 80 inches and wing span is increased 20 feet. Max. allowable gross weight increased from 164000 to 185000 lb; R-4360-43 engines fitted in lieu of R-4360-35. Armament features improved sights and computers.
XR-51-NA	AC-14806	2	DATA UNAVAILABLE
XR-52-RO	AC-15065 PHASE I PLUS PARTIAL PHASE II		DATA UNAVAILABLE
XB-53-CO	AC-7674	*	DATA UNAVAILABLE

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* NO PHYSICAL ARTICLE INVOLVED. ENGR. DATA ONLY.

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C-54L-DO	MODIFI-CATION	1	One C-54A, serial number 42-37268, with the following major modifications: R-2000-9 engines; outer panel fuel tank installation; stub-wing tank bladder fuel cells installed; removal of four fuselage fuel tanks; installation of cabin insulation and mechanical bus flap system.
XC-82B-FA	NONE PROCURED		Originally intended to procure one airframe for the installation of R-3350-73 engines. Project turned over to Production Division and became the C-119A.
C-118-DO	AC-14756	1	Airplane is basically a Douglas Commercial DC-6 with the following modifications; Private stateroom with accommodations for 7 passengers (day) & 4 passengers (night). Forward cabin accommodates 24 passengers (day) 12 passengers (night). Electrically operated ladder, refrigerator, galley-range, two lounges, clother's closet. Powered by four (4) R-2800-89 engines.
C-119A-FA	MODIFI-CATION	1	One C-82 aircraft modified as follows; R-4360-4 engines installed; redesigned nose section to afford exceptional visibility; redesigned cockpit arrangement to increase pilot's efficiency and safety of operation; redesigned heating and ventilating system; rearranged gasoline tankage; new wing center section; reworked landing gear; increased tail section effectiveness.
C-119B-FA	MODIFI-CATION	1	Differs from the C-119A due to longer range and the increase of cargo compartment width from 98 inches to 110 inches. Powered by two (2) R-4360-4 engines.
XC-120-FA	MODIFI-CATION	1	The XC-120 is a modification of the basic C-119B. A detachable cargo compartment is connected beneath the wing center section by self-aligning fittings. Built-in provisions for hoisting the loaded compartment. The crew compartment is an integral part of the power unit. A quadricycle retractable type landing gear permits power unit to taxi fore and aft over the "Pod" (detachable cargo compartment). Cargo space dimensions are; height 9', width 9.1' and length 36.9'. Powered by two (2) R-4360-20 engines.

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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	DESCRIPTION
F-12A-RE	TENTATIVE		High speed, long range, strategic reconnaissance aircraft. Differs from the XF-12 by an increase of 120 inches in the fuselage length; increase in height of 3 feet on vertical fin; design weight is increased to 132000 lbs; engines changed to R-4360-43's.

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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	DESCRIPTION
CG-4C WACO G&A AIRCRAFT GIBSON ELECT.	AC-25841 AC-26255 AC-30115	25 6 4	Differs from the CG-4A by the installation of an automatic towing device developed by the Navy known as the "Autotow".
XCG-18 XCG-18A CHASE	AC-13920	2	XCG-18: Further development of XCG-14 series. XCG-18A: A light cargo glider used for assault troops. All metal wing of conventional structure, steel tube fuselage with dural skin; conventional all metal empennage. Access to cargo compartment thru folding type doors opening downward out of the fuselage tail section.
YCG-18A CHASE	AC-17025	5	A high wing monoplane of all metal and steel tubing construction; cargo and troop carrier with design useful load of 8000 lbs. Communication equipment. AIA-1A interphone; no armament or photographic equipment required.
XCG-19 DOUGLAS	-	-	The XCG-19 is a light assault cargo glider designed to transport troops and task force equipment. Structure is all metal monocoque, slotted flaps and dive brakes. Loading thru doors which open out and down from the fuselage aft of the cargo compartment. 30 combat troops or 26 litters.
XCG-20 CHASE	AC-17026	2	XCG-20 is a heavy cargo glider designed to transport equipment for airborne assault troops. All metal wing and empennage of conventional structure; slotted flap and dive brakes; steel tube fuselage with metal skin construction. Loaded thru folding type doors opening downward out of the fuselage aft of the cargo compartment, the rear 5'10" of cargo floor forming the loading ramp. Provisions to carry 67 combat troops (including crew) or 58 litters.

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AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	DESCRIPTION
L-13-CO L-13A-CO L-13B-CO	AC-14036	300	Three place, single engine, high wing monoplane. Provisions for pilot, co-pilot and litter patient. Metal covered wing, fuselage and empennage. Wings and horizontal stabilizer can be folded. Wheels can be turned to inboard side of landing gear beams for parking, towing or loading in small space. L-13B is winterized version. Powered by one (1) O-425-5 engine.
XL-15-BO YL-15-BO L-15A-BO	AC-15054 AC-16945	2 10	Two place ground force liaison aircraft. Wing is all metal. Spoilers and external airfoil flaps. Bladder fuel tanks in wings. Metal empennage with fabric covered elevator and rudder. Tail boom of dural semi-monocoque structure. Lower portion of fuselage of dural semi-monocoque. Landing gear interchangeable with floats or skis. Powered by one (1) O-290-7 engine.
L-16A-CO	AC-17620	509	Commercial airplane procured under CAA approved type certificate. Two place, high wing monoplane for liaison and observation missions. Fabric covered fuselage wing and empennage. Powered by one (1) Continental C-85-8FJ engine.
L-17A-CO	AC-17631	83	Commercial airplane to be procured under CAA approved type certificate. Four place, single engine, monoplane for liaison, reconnaissance, personnel and light cargo missions. Fabric and/or metal covered fuselage, wing and empennage. Standard 12 volt electrical system with commercial type radio. Powered by one (1) Continental E-185-3 engine.

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XP-38R-LO	MODIFI-CATION	1	One P-38L aircraft, serial no. 44-53236, made available to the Armament Laboratory, Engineering Division for testing of the A-1 gun-bomb-rocket sight equipped with AN/APG-5 ranging equipment. Designation changed to experimental to eliminate the requirement of technical orders other than those applying to safety. Powered by one (1) V-1710-111 and -113 engine.
XP-80B-LO	MODIFI-CATION	1	One P-80A airplane modified to include flush type air intakes, new wing leading edge, square wing tips and water-alcohol injection. Powered by one (1) J-33-9 or -11 engine.
P-80B-LO - 1 THRU -5	AC-16132 AC-2527	166 240	Differs from P-80A's by the revision of cabin pressurization and cooling, incorporation of windshield-canopy defroster, electrically operated instruments, jettisonable pilot's seat, change in type of guns, automatic engine starter and water injection system. Powered by one (1) J-33-A-19 engine.
P-80C-LO	-	-	Similar to the P-80B-5 except for the installation of J-33-A-23 turbo-jet power plant providing higher thrust, new electronic ignition and a new emergency fuel system. The J-33-A-23 engine is not readily interchangeable with the engines in earlier P-80 models.
P-82F-NA	AC-13950	100	Night fighter version. Changes made include: removal of flight controls from co-pilot's cockpit; installation of necessary radar for night fighter operation; installation of radome nacelle suspended beneath the mid-wing and numerous other changes. Powered by one (1) V-1710-143 and -145 engine.
P-82G-NA	AC-13950	50	Differs from P-82F by the installation of SCR-720C radar search equipment in lieu of the APG-1. This installation will change the configuration of the airplane. Powered by one (1) V-1710-143 and -145 engine.
YP-84A-RE -1 THRU -10	AC-6248	15	Differs from the XP-84 by the inclusion of variable jet nozzle, dive brakes, wing tip tanks and M-3 machine guns. Landing flaps are partial span NACA slotted trailing edge type, hydraulically actuated. Relief valve is incorporated in the wing flaps system which does not permit lowering flaps at speeds above 190 I.A.S. Powered by one (1) J-33-1 or -3 engine.
P-84B-RE -1 THRU -15 P-84R-2-RE	AC-6248 AC-6248	226 1	Differs from Y models by addition of rocket provisions, improved gun adjustments, air conditioning equipment, redesigned gun-bay cover, built-in cockpit access provisions, A-1 gun sight and AN/APG-5A ranging equipment. Powered by one (1) J-33-1 or -3 engine.
P-86A-NA	AC-16013	33	Single place, high performance fighter. Fuselage is of dural monocoque to trailing edge of dive flaps and from there the aft structure is stainless steel with dural skin to withstand high tail pipe temperatures. Pressurized cockpit is air conditioned. Wing is of double spar double skin structure with no ribs in inboard half of span. Powered by one (1) J-47-GE-1 engine.
P-86B	AC-16013	190	Differs from P-86A as follows: fuselage 7" wider; tail area increased by 6 sq. ft; additional 60 gallons of internal fuel; gun and ammunition heating; ejection canopy; landing gear utilizes 30" wheel.

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XR-12-BE YR-12-BE R-12A-BE	AC-13989	3	All production and service test articles cancelled. Model 48, two bladed "see saw" type main rotor and anti-torque rotor on end of tail boom. A gyroscopic action stabilizer bar is used to improve stability. Provisions for 3 passengers. Powered by one (1) R-1340-S3H-2 engine.
YR-13A-BE	AC-14081	3	Differs from YR-13's by the addition of the following winterization equipment; "float type" snow gear in lieu of conventional gear; provisions for engine oil dilution; lagging of fuel and oil lines; self-locking fuel and oil drain valves; cabin heating and defrosting system; oil cooler shutters and "clear view" panel. Powered by one (1) O-335 engine.
XR-14-GA	AC-14822	3	Designed as light liaison helicopter. First article to have rotor blades of steel tube spar, plywood skin construction. Contractor developing weather-resistant rotor blades using plastics or metal. Offset flapping hinge for improved control response. Steel tube fuselage construction to rear of engine (metal skinned) and semi-monocoque aft of engine. Powered by one (1) XO-470-1 engine.
XR-15-BE	AC-14821	3	Light liaison helicopter, laminated wood blades are fabric covered. Leading edge birch to quarter chord with metal balance insert and balsa trailing edge. Stainless steel leading edge protection on outer half radius. Fuselage structure is conventional monocoque. Supercharged XO-470-5 engine.
XR-16 PIASECKI	AC-15046 DESIGN STUDY	-	Design study of heavy helicopter of large load capacity, long range class. Similar in configuration to the smaller Navy model XHJP-1. To be used for cargo or rescue mission activity. Hoisting facilities can be used in hovering position. Fuselage conventional structure. Detachable cargo compartment for conveyance of large equipment. Powered by two (2) R-1820-76 engines.
XR-17-KE	AC-15011 DESIGN STUDY	-	Large (heavy lift) helicopter to be used for short range, heavy duty transfer. To be flying test machine for very large rotor system.

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