

38. (C) ION 2 Jan. 1943
Fr: Col. H.2. Bogert
Chief, Tech. Staff,
Eng. Div., WF
To: Chief, Eng. Div., WF
(File: Bomb. Br., Eng. Div.)

Chief, Tech. Staff, Eng. Div. (WF) outlined the status of the various experimental projects being conducted by Douglas. The XA-26 and XA-26A were being used to obtain flight test data of great importance to both experimental and production airplanes. The XA-26B was being expedited in order to provide a flying test for the 75 mm. cannon installation to be used in A-26B airplanes. The XA-26C project, involving a nose installation of four low velocity 37 mm. cannon to replace the 75 mm. cannon installation on the XA-26B, had been postponed until production should have reached a more advanced stage.

INTER-OFFICE MEMORANDUM

ARMY AIR FORCES
MATERIEL CENTER
Office of The Commanding General

VRH:ds:50

Wright Field, Dayton, Ohio

Date January 2, 1943

TO: Chief, Engineering Division, Wright Field

SUBJECT: Douglas Aircraft Co., Inc. Experimental Projects

1. The following is a list of the experimental projects being pursued by Douglas Aircraft Company, Inc.:

a. Aircraft Projects

(1) XA-26 - The flight test data now being obtained on the XA-26 is of extreme importance to both the experimental and production airplanes.

(2) XA-26A - The XA-26A will also be used for some basic flight test data before the radar equipment is installed. Work on this job is so far along that nothing can be gained by stopping work on it.

(3) XA-26B - The XA-26B is being pushed now and will provide a flying test of the 75 mm installation which is to be used on A-26B's. The radar range finder will not be installed in this airplane until after the Eglin Field tests on the 75 mm gun.

(4) Work on the four gun 37 mm (low velocity) nose to replace the 75 mm gun on the XA-26B has been postponed until the production airplane is in better shape. (This is the XA-26C project).

(5) Numerous general items on all of the experimental airplanes are being curtailed in order to comply with the spirit of the decision to expedite production. These items include minor changes previously requested on the 689 inspection, engineering work needed to alter minor differences on drawings, etc.

(6) XG-53A - Should have been done in October. Progress is very slow. About 75 percent complete now.

Signature

b. Armament Laboratory

(1) A-20 with 75 mm gun. (This project pending). Douglas conceived project. Engineering is far along. Project dormant at present. Advantage to continuing would be that a test on the T-9 75 mm gun and the T-13 automatic feeder could be obtained. However, the T-9 gun can be tested in the XR-256 and no one else is now scheduled to use the T-13 feeder. B-25 cannon ships can probably be put into production before this one.

(2) A-20 with two 37 mm cannon and two .50 caliber guns. This project is conceived to replace the "bathtub". Engineering work is understood to be largely done. It looks like a good idea and should be continued unless no anti-tank guns are desired in A-20's. Another similar idea is to mount one 37 mm cannon in place of two .50 caliber guns in the A-20G. These two projects have been requested on CTI-403, addendum 1, dated December 26, 1942.

(3) A-20 with 4-1/2" rockets. Project MX-241. Progress almost complete. (Airplane delivered).

(4) Vertically dropping bombs. Douglas project in connection with Cal. Tech. We have loaned Douglas one B-13 and one A-20. Progress is not known.

(5) New torpedo director. This is a Douglas project and may be fostered by the Navy. Only a few engineers used on it. Progress is not known.

c. Power Plant Laboratory

(1) Turbine jet project. Contract AC-28114 for one dollar issued to cover loan of D-2 supercharger and purchase information on the use of a gas turbine as a prime mover. Progress not known.

d. Aircraft Laboratory

(1) A-20 with take-off jets. This is an Aero-Jet Corporation project. Douglas mounted jets on an A-20. Colonel Dane should be ready to return in this ship now. Further work apparently not required of Douglas.

(2) XCG-7 and XCG-8 Gliders. Project about 98 percent complete. Due to structural failures, the first articles (now built) will be accepted at reduced strength requirements. Rest of project is being discontinued.

Chief, Engineering Division
Douglas Experimental Projects
January 2, 1943

(3) Full Span Flaps (A-17). 99-1/2 percent done. Air-
plane at Wright Field. Will close out project in a few days.

H. Z. ROBERT,
Colonel, Air Corps,
Chief, Technical Staff
Engineering Division