

117. (R) Ltr. 18 Aug. 1945
Fr: Maj. C.R. Hawks
Chief, Eng. Sect., Prod.
Div., W. Proc. Dist.
Los Angeles, Cal.
To: Chief, Eng. Div., ATSC, WF
Attn: Serv. Eng. Sect.
Airc. Projects
(File: Bomb. Br., Proc. Div.)

A representative of Douglas reported that all work on Project X-32823, installation of I-16 power plant in an A-26, had been suspended because of the termination of Contract W535 ac-21393. At this time the remaining items before completion were installation of the I-16 engine and piping, and cleaning up the airplane for inspection and flight test.

ALL MAIL

18 August 1945

SUBJECT: Progress Report,
Contract No. W335 AC-21393,
Project X-12823 (XA-267),
Installation of I-16 Power Plant
in A-26B Airplane, Serial No. 44-39586.

TO: Chief, Engineering Division,
AAF, Air Technical Service Command,
Wright Field, Dayton, Ohio.

Attention: Service Engineering Section, SS BUA
Aircraft Projects (TERR-2).

1. On 17 August, personnel from this Section contacted Mr. S. Kreisler of the Douglas Aircraft Company regarding the status of the subject model project.

2. According to Mr. Kreisler, all work has been stopped on this project because of the termination of the subject contract. All work being done on this project was charged to the A-26 production contract. Douglas personnel stated that at present they are awaiting clarification of the status of this airplane.

3. According to Douglas personnel the air scoop was 90% complete. The other remaining major items before completion of this airplane are to install the I-16 engine and piping and to clean up the airplane for inspection and flight test. Douglas personnel estimated that approximately two weeks work would be required to complete the airplane. In addition, Douglas personnel estimated that the first flight date would be approximately 17 days after notification is received to continue work on the project and that a 689 or a safety inspection can be held approximately 12 days after notification is received to continue work on this project.

4. The wings have been attached to the fuselage. According to Douglas personnel propellers have not been installed, however, three bladed 6443 Hamilton Standard propellers are scheduled to be installed. Douglas personnel stated that sensitive tachometers, sensitive temperature indicators, and a Lewis type switch are required to complete the flight test instrumentation.

FOR THE COMMANDING OFFICER:

CHARLES R. HAYES,
Major, Air Corps,
Chief, Eng. Section, Prod. Div.

cc: AAFPR, Douglas, Long Beach.
AAFPR, Douglas, Santa Monica.
CG, AAFATSC, W.F. Attn: TSKL.
CG, AAFATSC, W.F. Attn: TERR-2B (Capt. Bache).

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