

PHOTO ESSAY

XP-6A

From the collection of WALTER M. JEFFERIES, Jr.

The photographs shown here need no detailed explanation.

From Wright Field photo files, through the courtesy of Walter M. Jefferies, Jr., these show the details of the Curtiss Conqueror engine installation and connections to the wing radiator system. The wing radiators were a cooling concept that had been previously tried on the Curtiss PW-8, but many difficulties with piping, connections, corrosion, and vibration made the system unsuitable for a fighter-type aircraft.

In 1927 Curtiss had developed the 600 HP Conqueror V-1570-1 engine and brought two prototypes out for trial, intended for the September National Air Races. The XP-6A received the high-compression engine, with ratio of 5.9 to 1. Crankshaft speed was 3460 rpm and propeller shaft speed was 2400 rpm at full power. The XP-6 received the other engine, a lower-compression Conqueror.

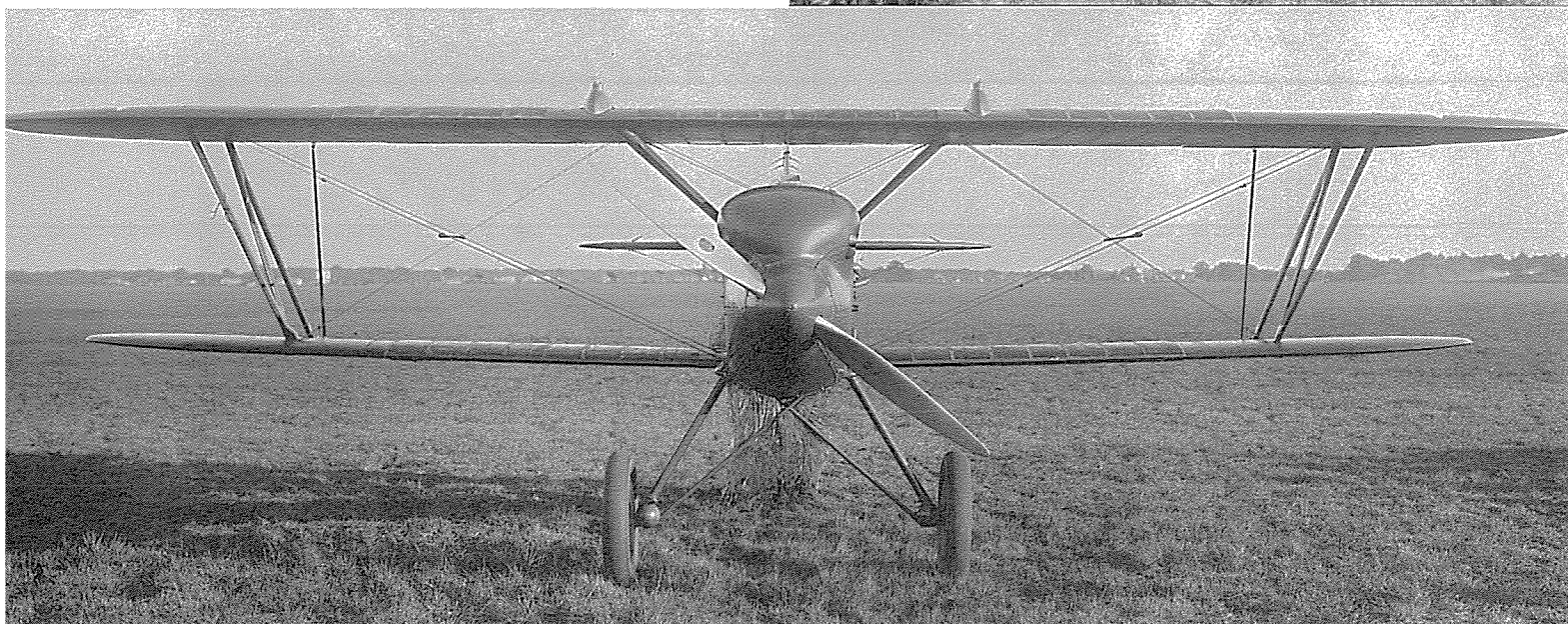
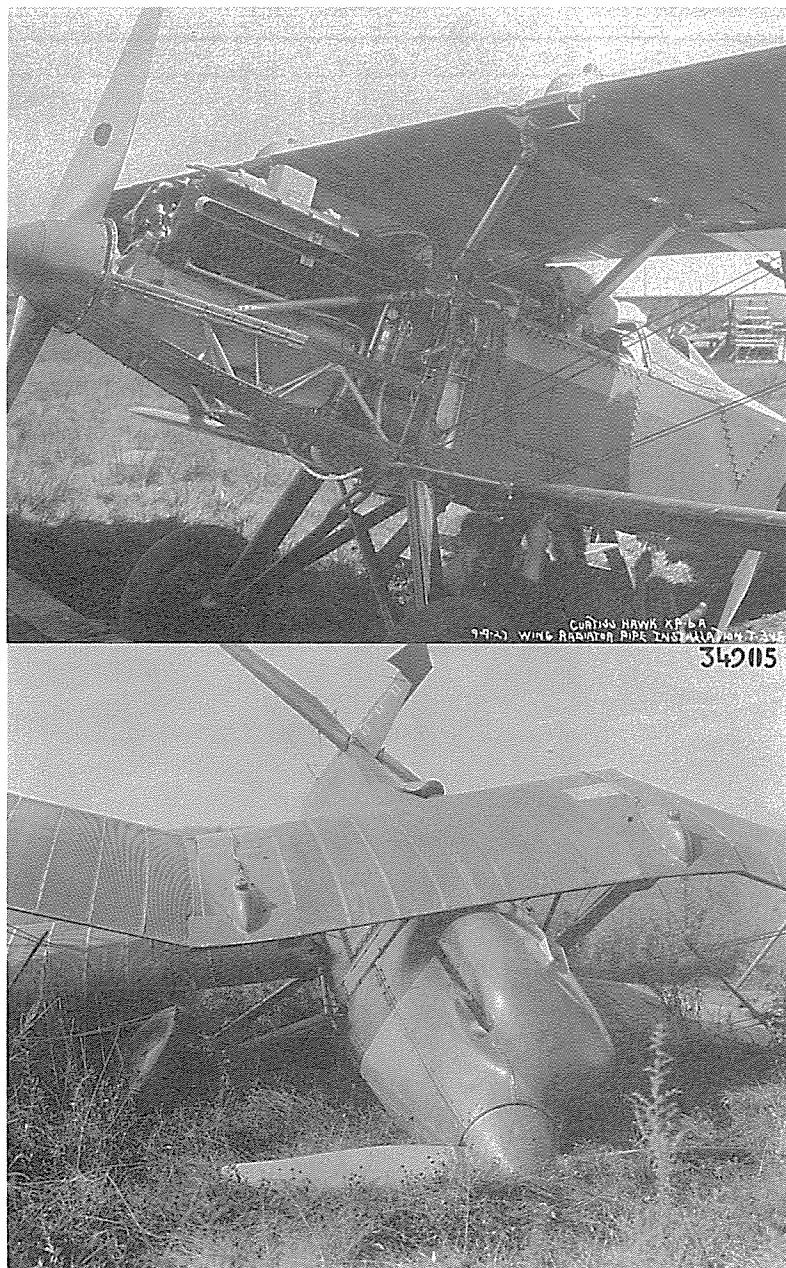
A.C.26-295, shown here, was delivered to Langley Field on 17 June 1926 as a P-1A. It was converted to the XP-6A model by Curtiss on Contract 28-160, completed on 9 October 1927 and delivered to Wright Field on 19 October. While at Wright Field it was carried under the number XP-488, and was wrecked at nearby Fairfield Air Depot on the morning of 13 August 1928 with 1st Lt. William A. Amis as pilot. It belonged to Wright Field at the time of the wreck and was surveyed there on 8 Nov. 1929.

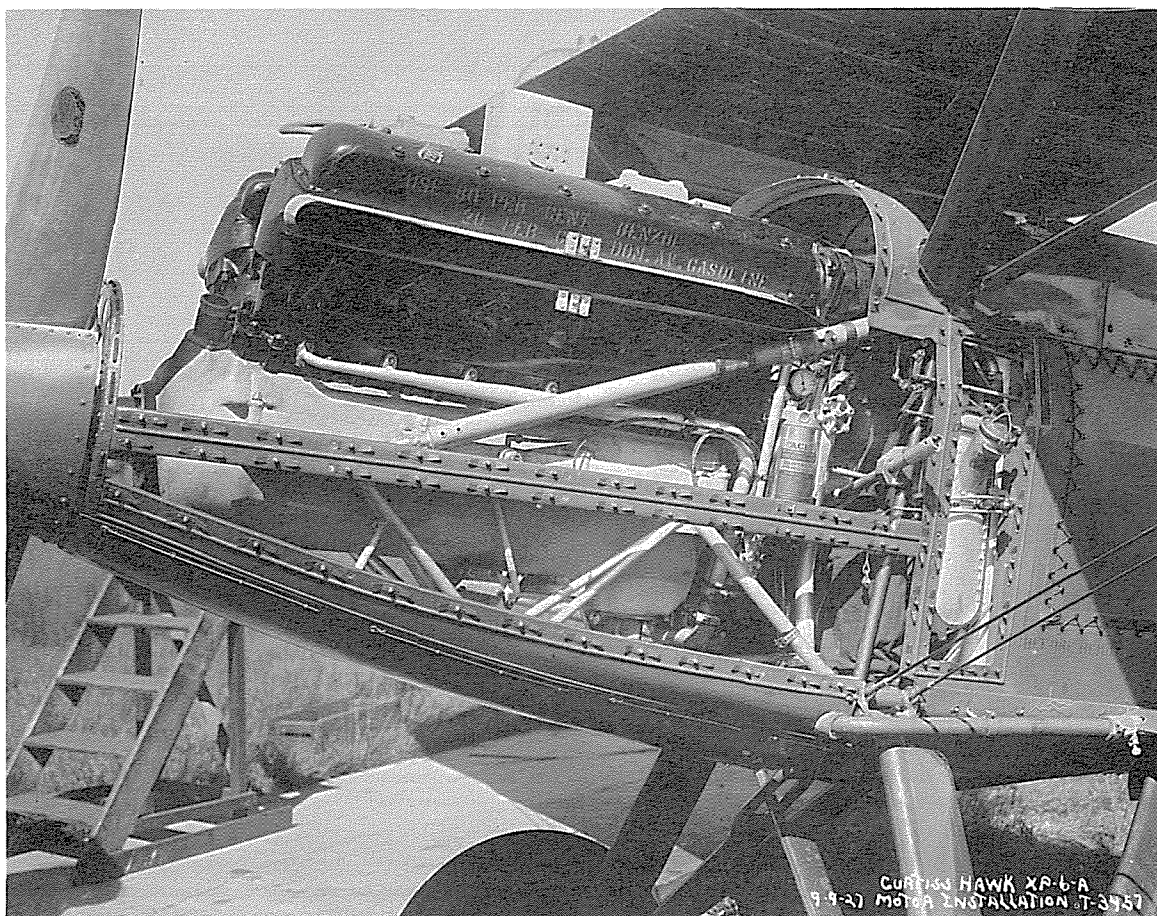
The above information supplied by Robert L. Cavanagh. (Editor)

Top — 9-9-27. Wing Radiator Pipe Installation. (#T-3458)

Right — U.S.A.S. Wright Field photo No. 34905.

Below — 9-9-27. (#T-3464)

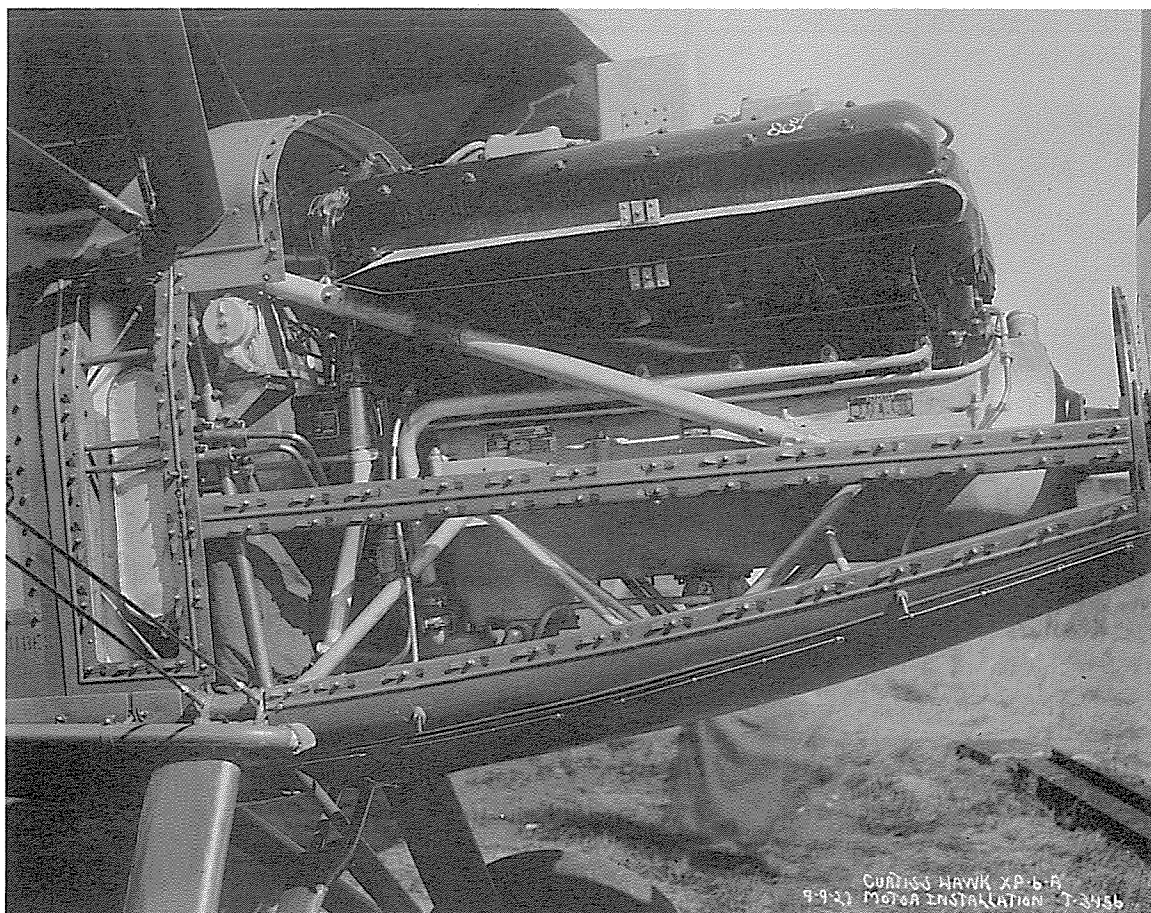




9-9-27. Motor Installation. (#T-3457)

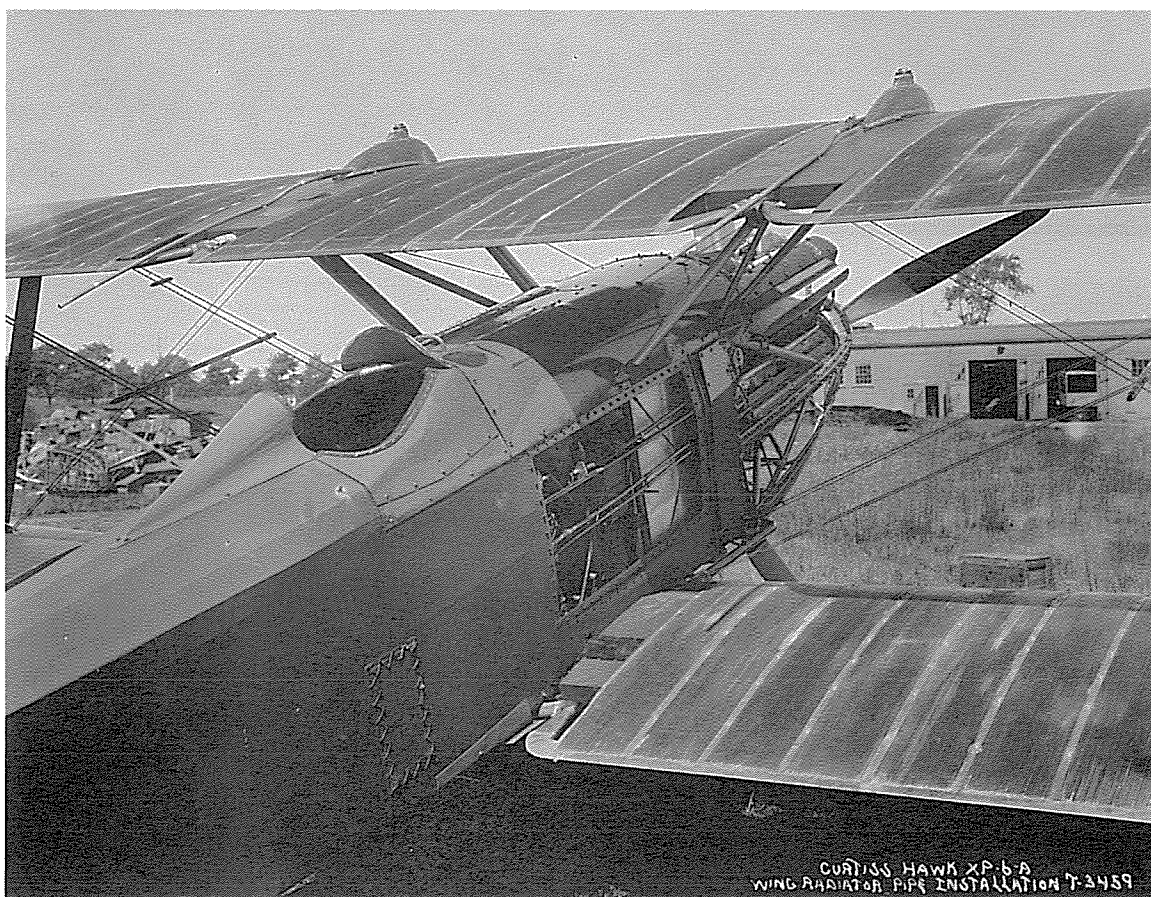
9-9-27. (#T-3465)

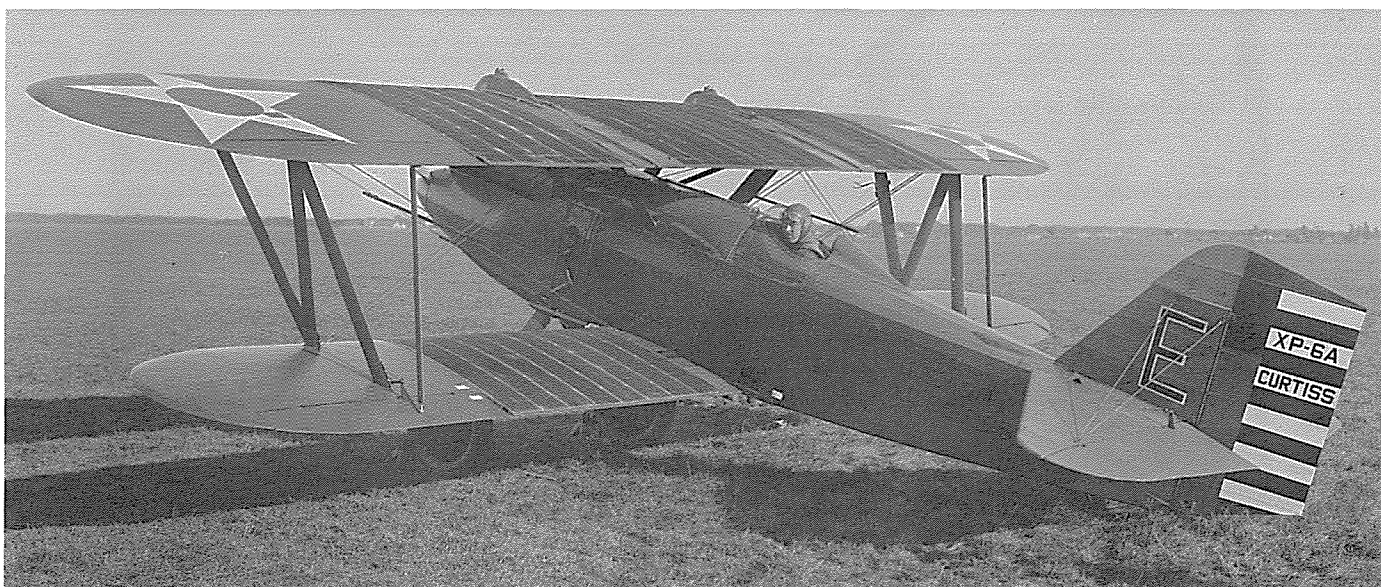




9-9-27. Motor Installation. (#T-3456)

Wing Radiator Pipe Installation. (#T-3459)





Top — Curtiss Hawk XP-6A. 9-9-27. Curtiss V-1550 Motor. (#T-3462) Center — (#T-3463) Lower — (#T-3461)