



1) Vultee XP-54      USAAF via G.H.Balzer



2) Curtiss XP-55      USAAF via Balzer



3) Northrop XP-56      Northrop via Balzer



4) Lockheed XP-58      Lockheed via W.M.Bodie



5) Northrop XP-61E      Northrop via Balzer



6) Gen'L Motors XP-75      USAAF via Bodie



7) Bell XP-77      USAAF via Balzer



8) Northrop XP-79B      Northrop via Balzer

WORLD WAR II PHOTO PAGE

Compiled by

Gerald H. Balzer

- (1) The Vultee XP-54 prototype first flew in 1943. Power was supplied by the experimental Lycoming XH2470-1 engine of 2300 h.p. Unusual features of the time were the predominate use of magnesium and an elevator seat which lowered through the bottom of the nacelle. Two prototypes (AAF serial, numbers 41-1210/11) were constructed.
- (2) The Curtiss XP-55 (Curtiss Model P-249C) first flew July 13, 1943. Power was supplied by an Allison V-1710-95 engine of 1275 H.P. producing a top speed of approximately 390 m.p.h. Four prototypes (AAF serial Numbers 42-78845/48) were constructed.
- (3) The Northrop XP-56 (Model N-2) first flew September 6, 1943. Power was supplied by the P & W R-2800 engine of 2,000 h.p. which provided an estimated top speed of 465 m.p.h. The XP-56 featured all-welded magnesium construction and elevons so commonplace on modern delta aircraft. Two prototypes (AAF serial 41-786 and 42-38353) were constructed.
- (4) The Lockheed XP-58 was similar to the P-38 in configuration. Power was supplied by two Allison V-3420-11 engines of 2600 h.p. each which provided a top speed of approximately 420 m.p.h. One prototype (AAF serial number 41-2670) was built.
- (5) The Northrop XP-61E was a reworked P-61C (AAF serial number 42-39549) modified to a two place, long range, escort fighter. The XP-61E retained the standard P61 20 mm gun installation in addition to four .50 calibre guns in the nose. The progress of the war revised long range fighter requirements and the XP-61E was subsequently modified into the XF-15.
- (6) The XP-75-GM "Eagle" Fighter was developed in 1942 and flown in 1943. The design of these airplanes (two prototypes) featured the utilization of existing airframe components; P-40 outer wing panels, A-24 empennage and F4U landing gear assemblies. The airplane was powered by the Allison V-3420-19 engine of 2600 H.P.
- (7) The Bell XP-77 was developed in 1943 as a light weight interceptor utilizing wherever possible non-strategic materials. Power was supplied by a Ranger XV-770-7 engine of 520 h.p. which gave a top speed of approximately 330 m.p.h. Two prototypes (USAF serial numbers 43-34915/16) were constructed.
- (8) The first (and only) flight of the XP-79B was on September 12, 1945. Power was supplied by two Westinghouse 19-B engines which provided an estimated top speed of 517 m.p.h. The XP-79B incorporated a number of novel features such as prone pilot, all magnesium construction and air to air ramming capabilities in addition to four .50 cal. guns.

---

As an avid collector of airplane photos, Gerry Balzer was asked to compile a WWII photo page with captions, based upon the submittals of readers and his own wide selection. Members are invited to send in their own rare and interesting pix for publication. Mr. Balzer is an aeronautical engineer, formerly in USAF Western training Command, currently is gathering aircraft company histories, particularly local California firms.