

NEWS & COMMENTS FROM OUR MEMBERS

USAAC CAP airplanes, Vol.64 No. 1 – Spring 2019

Recently the *AAHS Journal* Spring 2019 published an article on the Cooperative Aircraft Program aircraft. It was very instructive to me, as I never had seen an explanation of those designations before. I think many other members will appreciate your digging into their history. Congratulations.

Many years ago I searched the National Archives for information on Fokker aircraft and found RDs (USAAC Research Documents) containing those strange project designations. I made a note on it and ordered the documents of the Fokker X(P)-905 for my research. In reading your text, I discovered that XP-905 was missing. Following is a small note on it for News & Comments of the next Journal.

Further, I typed out my written note on the projects with the RD#'s where they were mentioned. Maybe, that is of interest to you although it does not add much to the contents of your text. Note that there was also a XB905 by Ford, so this number designation was used twice, too. To my regret I never noted the ARC designation of the files on the CAP aircraft, but I found the X(P)-905 under the ARC # 6538 820 (old 2934 774) in RD# 3206.

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XP-905 Fokker Pursuit

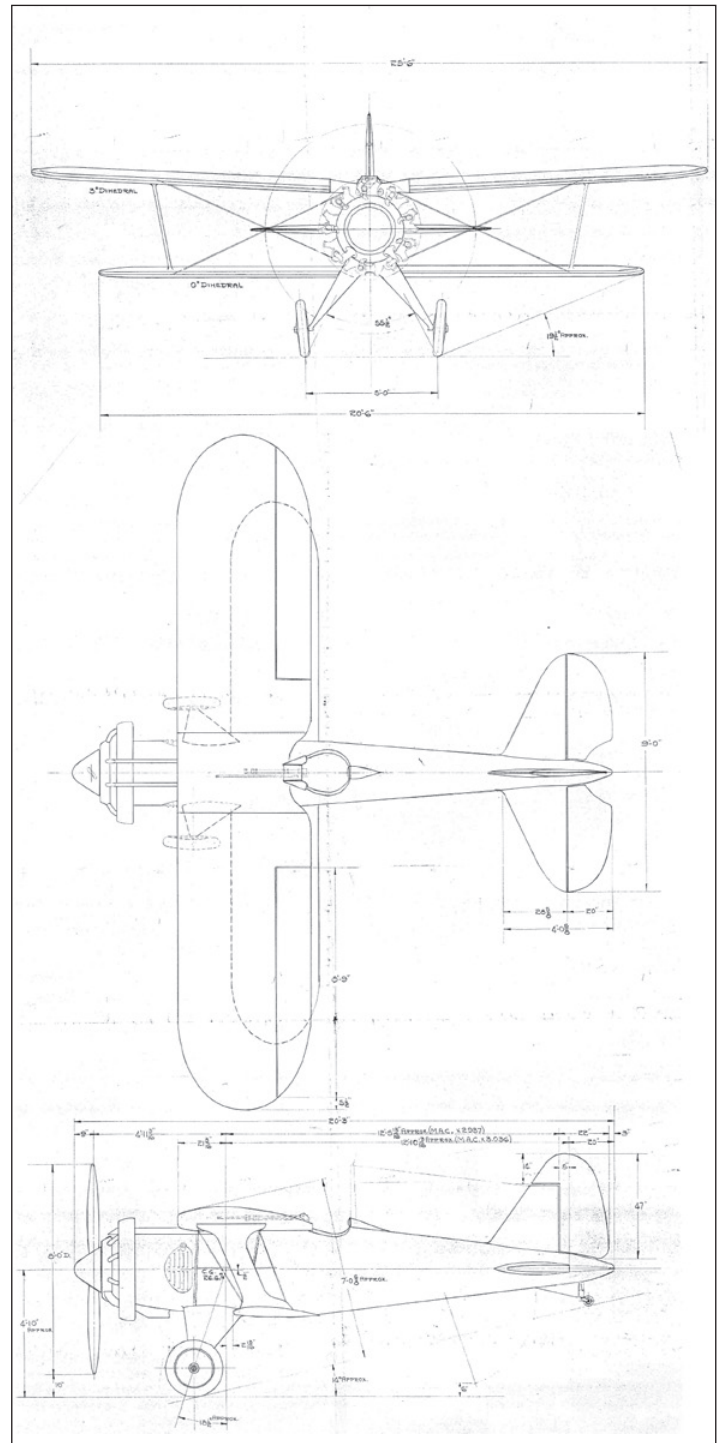
There was a 'not identified' designation in the text of this fine article and I can add some information on it, that being the Fokker X(P)-905. The first mention of the designation X-905 was in a USAAC letter of January 14, 1930, to Fokker Aircraft Corp. of America for the loan of a powerplant for a low-wing monoplane pursuit. Although positive on the request in their response to Mr. Bertrandias of the Fokker sales department, no further information was found on it.

On August 27, 1930, the Material Division allocated Model XP-905 to a Fokker Pursuit with Wright J-6 or Pratt & Whitney Wasp Jr engine to be submitted to the Air Corps for tests. Shortly afterwards drawings and data with detail specification were received of a biplane with all metal fuselage and fabric covered wings on an all-metal structure. The accompanying Fokker drawing SK-271 showed the factory designation H-54 and was adapted from the XFA-1 design for the U.S. Navy. Further data were submitted on October 10, but the Air Corps postponed further study pending results of XA-7 experiments.

One month later, the Air Corps criticized the visibility characteristics and rejected the project on its performance, being less than for the standard pursuit at the time. However, in June 1931, Fokker informed the Material Division again, this time that satisfactory progress was made with the Navy machine after a number of changes such as a gull wing concept

to improve the pilot's visibility. This did not revive the interest of the Air Corps and the project was dropped August 1, 1931.

I also discovered an (earlier?) XB905 designation for a Ford aircraft, so this number was also used twice.



Three-view drawing of the proposed Fokker H-54 from Fokker drawing SK-271. (From Gert Blum) [Editor's note: The figure above was extracted from the traditional 3-view drawing and rearranged to fit layout requirements for publication.]