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Subject:

Tech Report # AD159109

Title:

Standard Aircraft Characteristics, Phase 2-1/2
Weapon System 118P. High Altitude Reconnaissance

FOIA Control Number:

06-650 LK

Date Reproduced:

5 Feb 08

1. The first part of the text discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability, particularly in financial reporting and auditing. The text notes that without proper record-keeping, it becomes difficult to track expenses, revenues, and other key financial metrics, which can lead to errors and discrepancies.

2. The second part of the text focuses on the role of technology in modern record-keeping. It highlights how digital tools and software solutions have revolutionized the way data is stored, managed, and accessed. These technologies not only improve efficiency but also enhance the security and integrity of the records. The text suggests that organizations should invest in reliable digital systems to streamline their record-keeping processes and reduce the risk of data loss or corruption.

3. The third part of the text addresses the challenges associated with record-keeping, such as data redundancy, inconsistent formats, and limited accessibility. It proposes several strategies to overcome these challenges, including implementing standardized data entry protocols, using cloud-based storage solutions for better accessibility, and regularly auditing the records to ensure their accuracy and completeness. The text concludes by stressing that effective record-keeping is essential for the long-term success and compliance of any organization.

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AD159109

06-650LK

RSW

**STANDARD AIRCRAFT CHARACTERISTICS, PHASE 2 1/2, WEAPON
SYSTEM 118P. HIGH-ALTITUDE REONNAISSANCE**

NORTH AMERICAN AVIATION INC LOS ANGELES CA

25 MAY 1956

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NA-56-7

4D 159109

PROPOSAL



MAY 23 1958

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FRAN 5372

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U.S.M.C.

Standard Aircraft Characteristics

SYSTEM NO. 118P

HIGH-ALTITUDE RECONNAISSANCE

North American

FOUR GE X275A
135% SIZE

GENERAL ELECTRIC

SYSTEM NO 118P

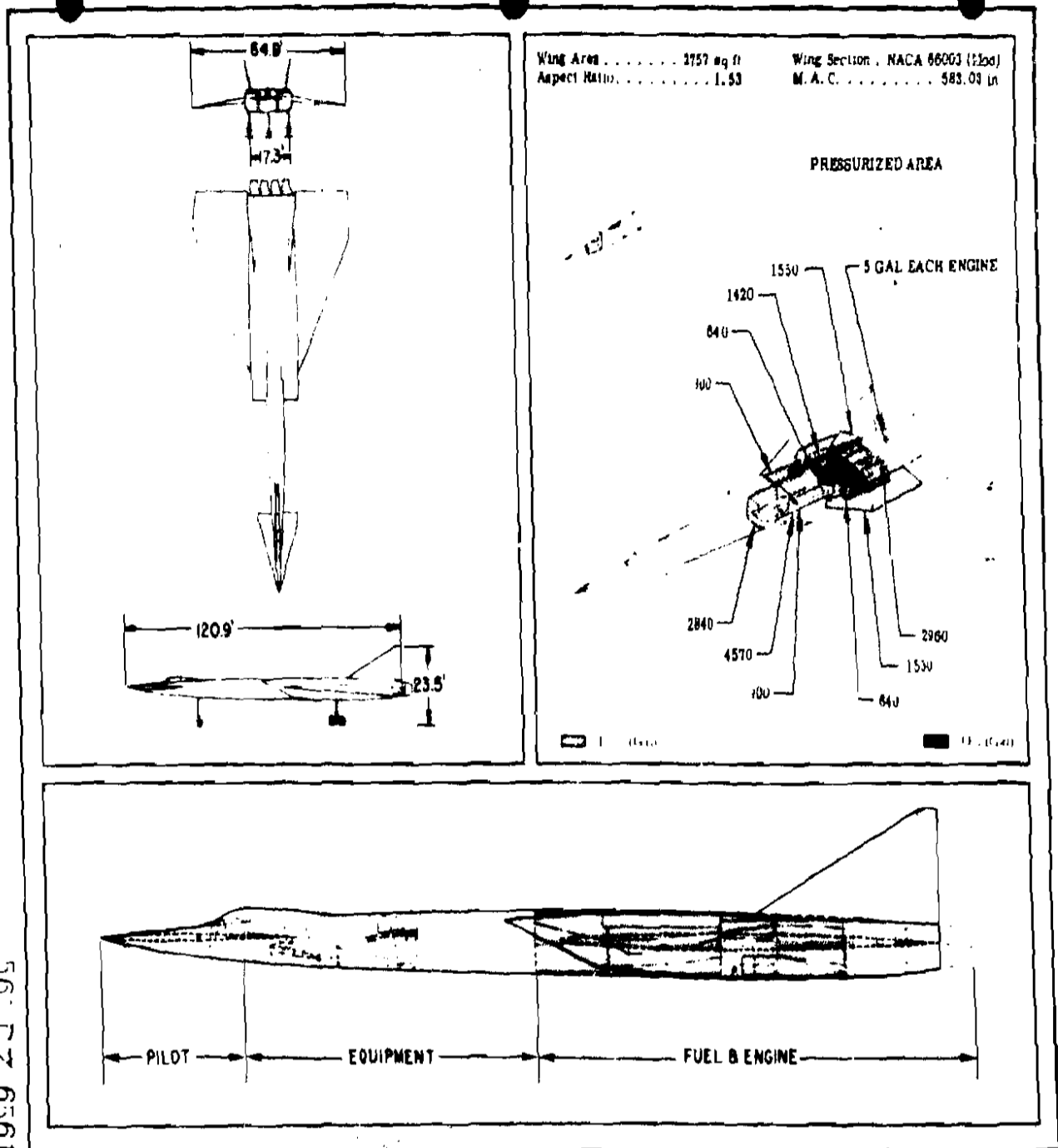
25 MAY 1955

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7-6561-3

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PROPOSED



561

561 DZ-6561

SYSTEM NO 118P

~~SECRET~~

25 MAY 1956

UNCLASSIFIED

POWER PLANT

No. & Mfg. Co. () 2 JA 54 GI
 Mfr. General Electric
 Engine Qty. No. 2
 Type GT 3, P1402
 Thrust 4600 lb
 Length 29.9"
 Diameter 18.8"
 Weight 550 lb
 T.O. 10000 ft
 A/C Fuel 2000 gal

Mission and Description

Naval Designation: None Mfr's Model: None

The primary mission of this aircraft is the high altitude reconnaissance of hostile ground installations.

Special features of this airplane are a mechanically controlled convergent-divergent nozzle, interchangeable reconnaissance equipment packages, a canard configuration, and airframe construction of steel and titanium.

The crew of one consists of the pilot.

The pilot is provided with automatic flight control and navigation systems.

WEIGHTS

Item	Lb	L.F.
Empty	20,000 (E)	
Basic	20,000 (E)	
Loaded	20,000	
Combat	22,000	
Max. T.O.	27,000	
Max. in Flt.	27,000	
Max. Landed	27,000	

(E) Estimated
 * For design M.I. use
 + Limited by mission
 ++ By refueling

ENGINE RATINGS

Rev. Static 18 - RPM
 Max. reheat: * 3,400 - 283
 Partial reheat: * 2,800 - 183
 M.I.: ** 1,100 - 183
 Norm: 1,100 - 719

* With afterburner operating
 ** Maximum non-reheat

FUEL

Location	No. Tanks	Gal.
Fuselage	8	14,870
Wing	2	2,190
Total		17,060

Grade: Land based
 Supersonic fuel
 Specification: Unclassified

Development

Design initiated. Oct 55

OIL

Fuselage 20
 Specification Unclassified

DIMENSIONS

Wing span 49'
 Incidence (root) 0°
 (tip) 0°
 Dihedral 0°
 Sweepback (21/4 chord) 2.4°
 Length 29'
 Height 12'
 Tread 11'

BOMBS

GUNS

ROCKETS

NOT APPLICABLE

PACKAGES

- | No. | Type |
|-----|--------------------------------|
| 1 | Search Photo System |
| 1 | Detail Photo System |
| 1 | Mapping Radar APQ-56 |
| 1 | Ferret System |
| 1 | Azimuth Radar |

ELECTRONICS

- | | |
|-------------------------|---------------|
| UNP Command | ARC-52 |
| UNP D/F | AKA-37 (XM-1) |
| Recorder | AMN-5 |
| A/G IFF (XP) | APX-17 |
| A/A IFF (XP) | APX-27 |
| Crash Locator Beacon | ART-27 |
| Autonavicator | MSC |
| Standby Platform | |
| Auto P/C Control System | |

567DZ-6561

PROPOSAL

Loading and Performance - Typical Mission

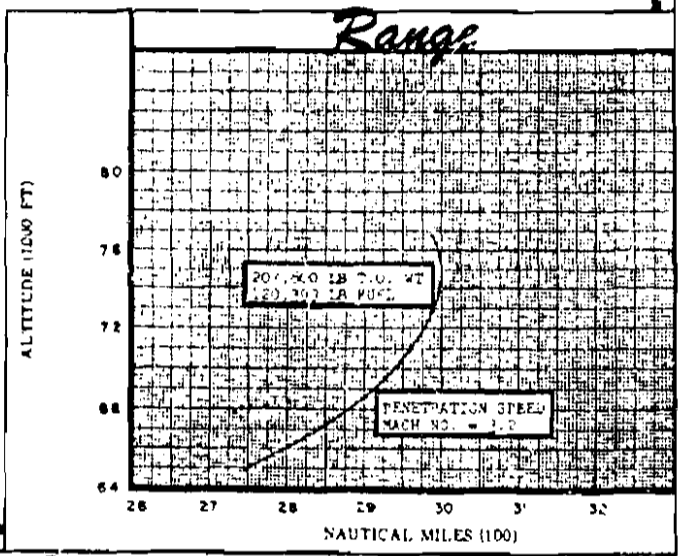
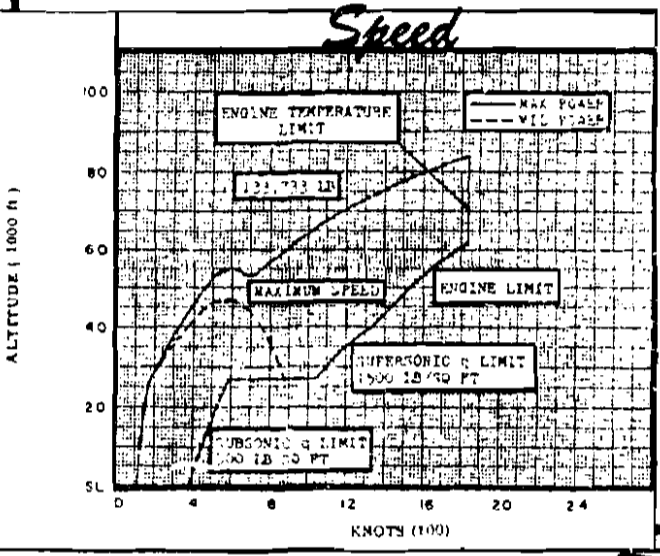
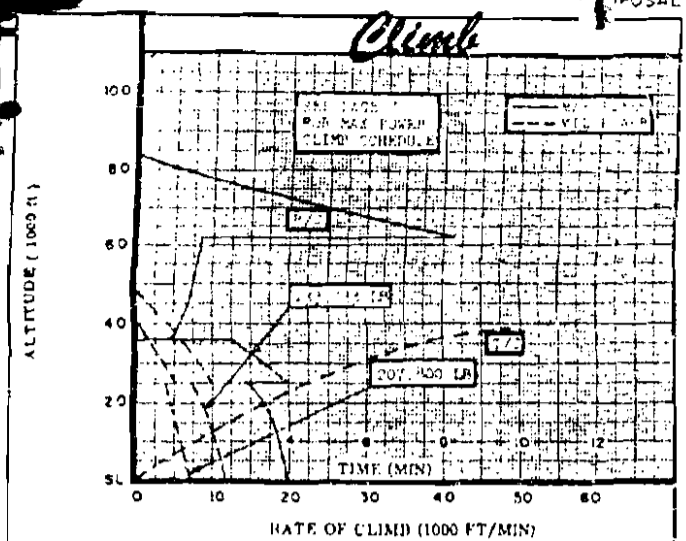
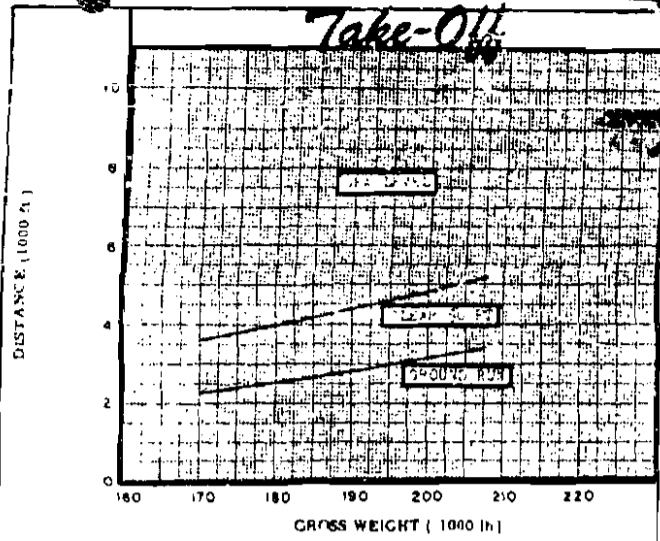
C O N D I T I O N S	DESIGN MISSION I	DESIGN FERRY MISSION II
TAKE-OFF WEIGHT	(lb) 207,800	207,800
Fuel at 6.7 lb/gal (grade unclassified)	(lb) 120,399	120,399
Payload (ammunition)	(lb) none	none
Payload (bombs)	(lb) none	none
Wing loading	(psf) 75.4	75.4
Stall speed (power off)	(kn) 178.5	178.5
Take-off ground run at SL	(ft) 3400	3400
Take-off to clear 50 ft	(ft) 5150	5150
Rate of climb at SL	(fpm) 6850	6850
Time: SL to 20,000 ft	(min) 3.4	3.4
Time: SL to 30,000 ft	(min) 5.7	5.7
Service ceiling (100 fpm)	(ft) 40,000	40,000
COMBAT RANGE	(n. mi.) 3032	3032
COMBAT RADIUS	(n. mi.)	-
Average speed	(kn) 1835	1835
Initial cruising altitude	(ft) 75,000	75,000
Total mission time	(hr) 2.07	2.07
MISSION WEIGHT	(lb) 133,733	99,441
Mission altitude	(ft) 75,000	79,000
Mission speed	(kn) 1835	1835
Mission climb	(fpm) 15,000	18,000
Mission ceiling (500 fpm)	(ft) 83,000	88,150
Service ceiling (100 fpm)	(ft) 47,900	59,500
Max rate of climb at SL	(fpm) 19,700	21,800
Basic speed at 30,000 ft	(kn) 1200	1200
Max speed at optimum altitude	(kn/ft) 1835/83,500	1835/83,500
LANDING WEIGHT	(lb) 99,441	99,441
Ground roll at SL	(ft) 4630	4630
Total from 50 ft	(ft) 6690	6690

NOTES:

- (1) Mission weight includes combat weight and is arbitrarily the weight at a point 1500 n.mi. from base. See note "b" page 6.
- (2) Performance is based on powers shown on page 1.
- (3) No. 2000 lbs used in computing average and RANGE are typical.

567 CZ-6561

DISPOSAL



25 MAY 1956

SYSTEM NO. 118P

SECRET

PROPOS

NOTES

FORMULA: RANGE MISSION I

Take-off and accelerate to climb speed with maximum power, climb on course to the isothermal level with military(maximum non-reheat) power, accelerate and climb to cruise altitude with maximum power, cruise out at penetration speed, cruise to maximum penetration complete mission, cruise to base at penetration speed. Range free allowances include 5 minutes of normal power at sea level for starting engines and take-off and a reserve of 10% of initial fuel.

FORMULA: RANGE MISSION II

Take-off and accelerate to best climb speed with maximum power, climb on course to the isothermal level with military(maximum non-reheat) power, accelerate and climb to best cruise altitude with maximum power, cruise out at long range speed. Range free allowances include 5 minutes of normal power at sea level for starting engines and take-off and a reserve of 10% of initial fuel.

GENERAL DATA

(a) Engine ratings shown on page 3 are guaranteed values. Installed values used in performance calculations are as follows:

(4) X275A 135% Size		
S.L. STATIC	LB	RPM
Max:	*22,500	7283
Mil:	**17,000	7283
Hor:	15,800	7195
* With afterburner operating		
** Maximum non-reheat		

(b) Stall speed limited by 13° tail down ground angle in presence of ground.

PERFORMANCE BASIS:

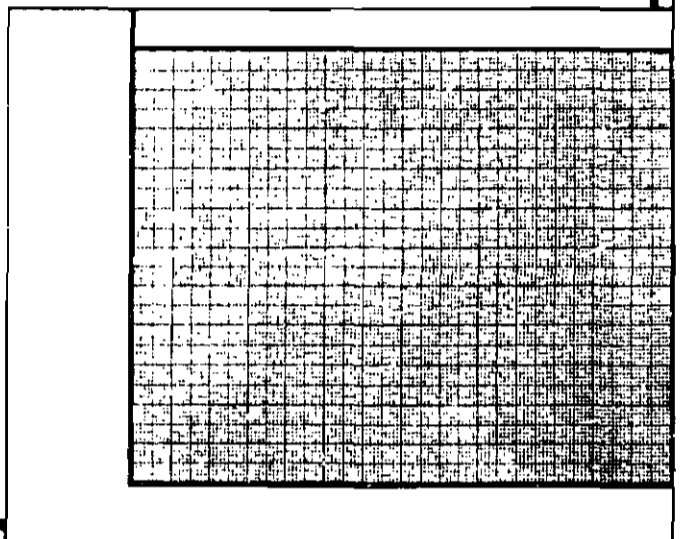
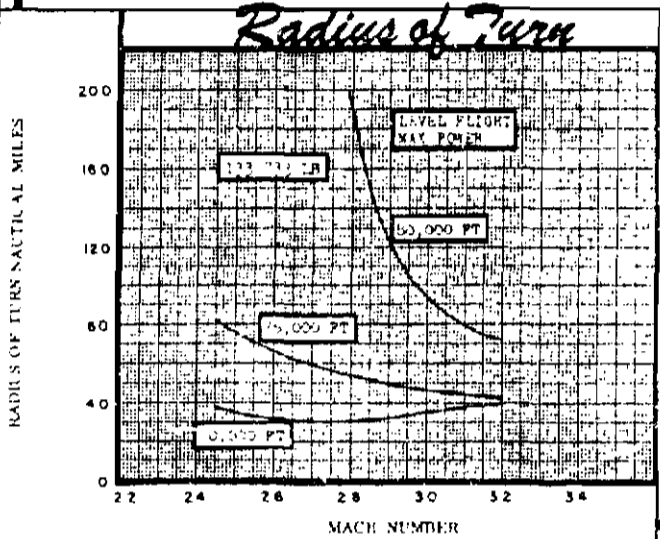
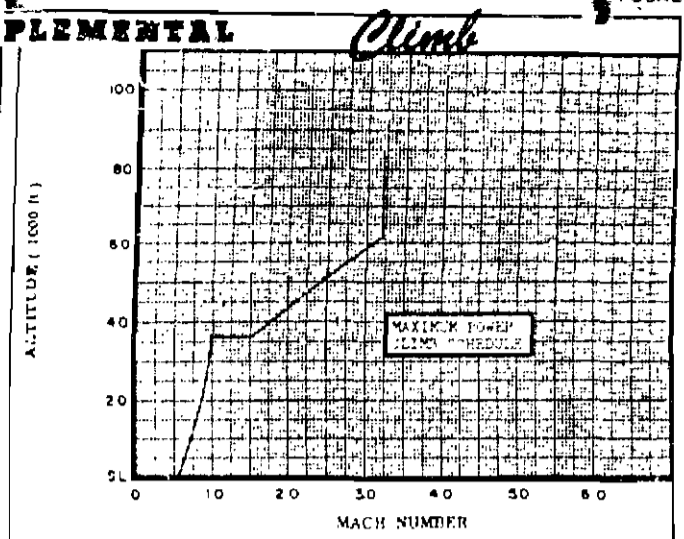
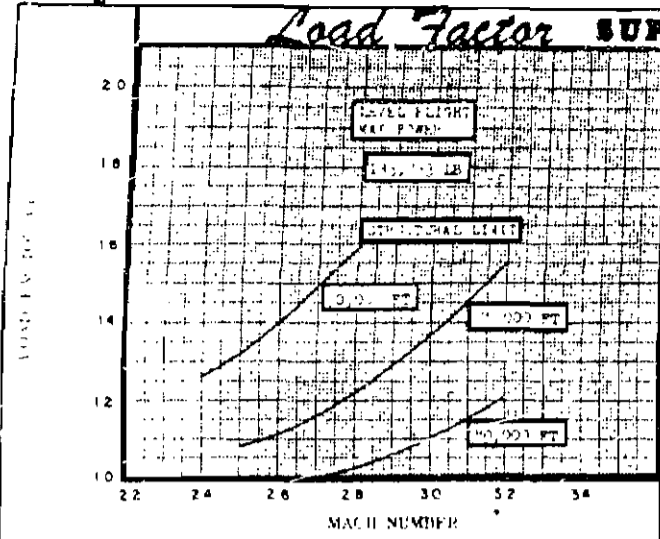
Performance data are based on North American Report No. NA-56-466, dated 31 May 1956. "Aerodynamic Characteristics System 118P - Phase II 1/2".

REVISION BASIS:

Initial Issue.

56RDZ-6561

Load Factor SUPPLEMENTAL *Climb*



25 MAY 1956

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SYSTEM NO. 118P

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