

Vultee P-54 Swoose Goose

Country: USA

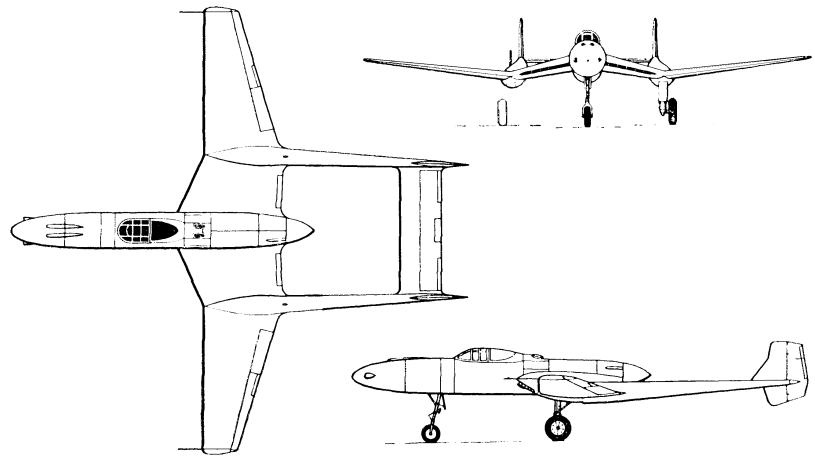
Service Entry Date: 1945

A/C Type: High-Altitude Interceptor
 Engine(s): One Lycoming H-2430
 Eng. Pwr: 2200-hp, liquid-cooled
 A/C Crew: Pilot

Maximum Speed: 390 mph at 28,500 ft
 Maximum Ceiling: 37,000 ft.
 Defense factor: 5 Size Modifier: 0
 Damage Factor: 10/14 Endurance: 165
 Cockpit View: Good Blind Area: None

Protection: Cockpit +2 Fuel +2 Engine +2
 Climb Dece/ Dive Accel: 3.0 / 1.0
 Weight and Load Limit: None / -

Wpn Stations Weight Allowed Loads



Class: F

Victory Points: 6-9

AIRCRAFT PERFORMANCE CHART

Altitude Levels		Minimum Speed	Maximum Speed	Maximum Dive Spd	Min TT(4)	Min HT(5)	Min BT(6)	Min ET(7)	Altitude Levels		Average Rate of Climb
Levels	Bands	Speed	Speed	Dive Spd	TT(4)	HT(5)	BT(6)	ET(7)	Levels	Bands	Rate of Climb
43+	UH	--	--	--	--	--	--	--	43+	UH	--
37-42	EH	3.0	7.0	11.0	4.5	6.0	7.0	8.0	37-42	EH	--
31-36	VH	3.0	7.0	11.0	4.5	6.0	7.0	8.0	31-36	VH	400
25-30	HI	2.5	7.5	11.0	4.0	5.5	6.5	7.5	25-30	HI	1,000
19-24	MH	2.5	7.0	10.5	3.5	5.0	6.0	7.0	19-24	MH	1,600
13-18	ML	2.0	6.5	10.0	3.5	4.5	5.5	6.5	13-18	ML	2,100
7-12	LO	2.0	6.0	9.0	3.0	4.0	5.0	6.0	7-12	LO	2,500
1-6	VL	2.0	5.5	8.0	3.0	4.0	4.5	5.5	1-6	VL	2,700

FIRE POWER CHART

Guns	Type Weapons	Ammo	Criticals
N1	1x .50 cal mg	16	3
N2	1x .50 cal mg	16	3
N3	1x 37mm T12 cannon	8	1
N4	1x 37mm T12 cannon	8	1

Cannon can be fired with MGs.

GUN ATTACK FACTORS

Rng	N1	N2	N3	N4	Total
0	9	9	7	7	32
1	6	6	5	5	22
2	4	4	4	4	16
3	3	3	3	3	12
4	2	2	2	2	8
5	1.5	1.5	1.5	1.5	6
6	1	1	1	1	4
7	--	--	1	1	2

WEAPON STATION LOCATION



POWER VERSUS SPEED CHART

Levels	Bands	1.0 - 4.5	5.0 - 7.5	8.0 - 9.5	10.0+	Band
43+	UH	--	--	--	--	UH
37-42	EH	2	1	--	--	EH
31-36	VH	3	1	--	--	VH
25-30	HI	5	2	--	--	HI
19-24	MH	5	2	--	--	MH
13-18	ML	5	2	--	--	ML
7-12	LO	5	2	--	--	LO
1-6	VL	5	2	--	--	VL
Banking FPs		2	2	4	--	
Side Slip FPs		2	3	5	--	

NOTES AND VARIANTS

Vultee P-54 "Swoose Goose": Available for flight test Jul-43. A radical design shape in response to USAAF R409C RFP looking for unconventional designs. Originally ddesigned as a fighter-bomber, its mission was changed to high altitude interceptor. The height required to keep the prop clear of the ground gave rise to a unique egress - the seat raised and lowered, also allowing the canopy to be solid and pressurized. Featured a moveable nose that automatically adjusted the cannon elevation. The Lycoming engine never worked out its teething problems, nor delivered its projected power. Project cancelled after about a year of flight test. Considered for other engine types, but the cost and time loss the redesign was prohibitive. Pressurized cabin, ejector seat (out bottom). 2 built.

Rear Mounted Engine: Reverse the critical hit location mods related to angle.

Curtiss P-55 Ascender

Country: USA

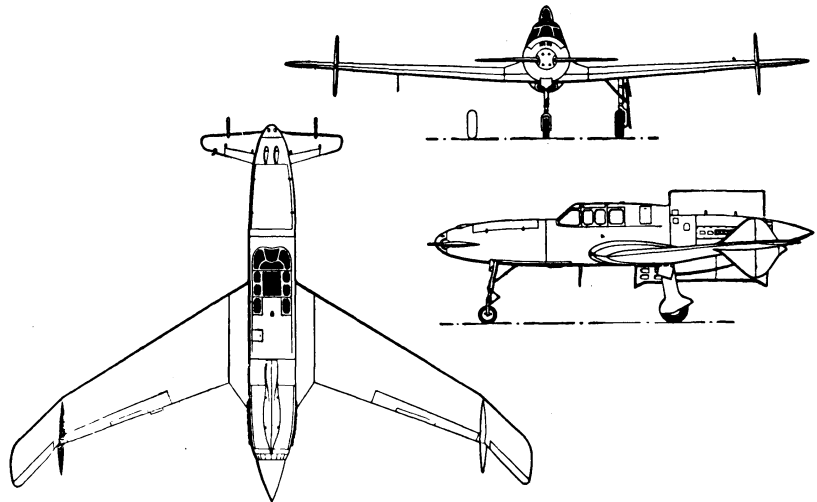
Service Entry Date: Sept, 1944

A/C Type: Canard-shaped Day Fighter
 Engine(s): One Allison V-1710-95 V-12
 Eng. Pwr: 950-hp, air-cooled
 A/C Crew: Pilot, Gunner

Maximum Speed: 390 mph at 19,300 ft
 Maximum Ceiling: 38,300 ft.
 Defense factor: 5 Size Modifier: +0
 Damage Factor: 8/12 Endurance: 77
 Cockpit View: Fair Blind Area: Rear

Protection: Cockpit +0 Fuel +0 Engine +0
 Climb Dece/ Dive Accel: 3.0 / 1.0
 Weight and Load Limit: 1000 / 3-5

Wpn Stations Weight Allowed Loads



Class: F

Victory Points: 5-8

AIRCRAFT PERFORMANCE CHART

Altitude Levels		Minimum Speed	Maximum Speed	Maximum Dive Spd	Min TT(3)	Min HT(4)	Min BT(5)	Min ET(6)	Altitude Levels		Average Rate of Climb
Levels	Bands	Speed	Speed	Dive Spd	TT(3)	HT(4)	BT(5)	ET(6)	Levels	Bands	Rate of Climb
43+	UH	--	--	--	--	--	--	--	43+	UH	--
37-42	EH	3.0	6.5	10.5	5.0	6.0	7.0	8.0	37-42	EH	200
31-36	VH	3.0	6.5	10.5	4.5	5.5	6.5	7.5	31-36	VH	800
25-30	HI	2.5	7.0	11.0	4.0	5.0	6.0	7.0	25-30	HI	1,500
19-24	MH	2.5	7.5	11.0	3.5	4.5	5.5	6.5	19-24	MH	2,100
13-18	ML	2.0	7.5	11.0	3.0	4.0	5.0	6.0	13-18	ML	2,600
7-12	LO	2.0	7.0	10.0	2.5	3.5	4.5	5.5	7-12	LO	2,900
1-6	VL	1.5	6.5	9.0	2.5	3.5	4.5	5.5	1-6	VL	3,100

FIRE POWER CHART

Guns	Type Weapons	Ammo	Criticals
N1	1x .50 cal mg	7	3
N2	1x .50 cal mg	7	3
N3	1x .50 cal mg	7	3
N4	1x .50 cal mg	7	3

GUN ATTACK FACTORS

Rng	N1	N2	N3	N4	Total
0	9	9	9	9	36
1	6	6	6	6	24
2	4	4	4	4	16
3	3	3	3	3	12
4	2	2	2	2	8
5	1.5	1.5	1.5	1.5	6
6	1	1	1	1	4
7	--	--	--	--	

WEAPON STATION LOCATION



POWER VERSUS SPEED CHART

		(per engine)				
Levels	Bands	1.0 - 4.5	5.0 - 7.5	8.0 - 9.5	10.0+	Band
43+	UH	--	--	--	--	UH
37-42	EH	2	1	--	--	EH
31-36	VH	4	1	--	--	VH
25-30	HI	5	2	--	--	HI
19-24	MH	7	4	--	--	MH
13-18	ML	7	4	--	--	ML
7-12	LO	7	5	--	--	LO
1-6	VL	7	5	--	--	VL
Banking FPs		2	2	4	--	
Side Slip FPs		2	3	5	--	

NOTES AND VARIANTS

Curtiss P-55 Ascender: Available for flight test Jul-43. A radical design shape in response to USAAF R409C RFP looking for unconventional designs. However, this shape offered no major improvement over conventionally-shaped aircraft, and with jets under development, the program was cancelled. Difficult to land (+10 LH to landing attrition rolls). Bad stall characteristics: +10 to spin/stall and stall rolls.

Canard: Pull transitions and positive G turns can be made at 0.5 speed less than listed minimum speed.

Rear Mounted Engine: Reverse the critical hit location mods related to angle.

Bell P-77

Country: USA

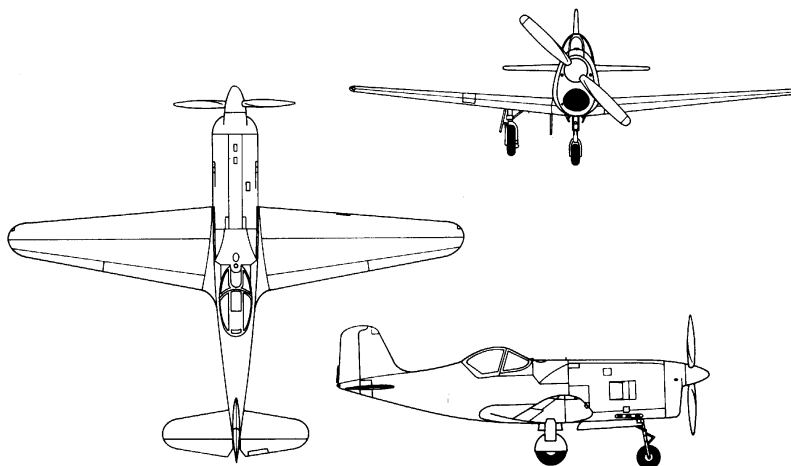
Service Entry Date: 1944

A/C Type: Light Day fighter
 Engine(s): One Ranger V-770-7 12-cyl.
 Eng. Pwr: 520-hp, air-cooled
 A/C Crew: Pilot

Maximum Speed: 330 mph at 12,900 ft
 Maximum Ceiling: 30,100 ft.
 Defense factor: 5 Size Modifier: -1
 Damage Factor: 7/11 Endurance: 225
 Cockpit View: Fair Blind Area: Rear Low

Protection: Cockpit +0 Fuel +0 Engine +0
 Climb Dece/ Dive Accel: 2.0 / 1.0
 Weight and Load Limit: 325 / 2-3

Wpn Stations	Weight	Allowed Loads
1	325	1 bomb or DC



Class: F

Victory Points: 3-5

AIRCRAFT PERFORMANCE CHART

Altitude		Minimum	Maximum	Maximum	Min	Min	Min	Min	Altitude		Average
Levels	Bands	Speed	Speed	Dive Spd	TT(4)	HT(5)	BT(6)	ET(7)	Levels	Bands	Rate of Climb
43+	UH	--	--	--	--	--	--	--	43+	UH	--
37-42	EH	--	--	--	--	--	--	--	37-42	EH	--
31-36	VH	--	--	--	--	--	--	--	31-36	VH	--
25-30	HI	2.0	5.0	7.5	3.5	4.5	5.5	6.5	25-30	HI	400
19-24	MH	2.0	6.0	8.0	3.0	4.0	5.0	6.0	19-24	MH	1,100
13-18	ML	1.5	6.5	8.0	2.5	3.5	4.5	5.5	13-18	ML	1,800
7-12	LO	1.5	6.5	7.5	2.0	3.0	3.5	4.5	7-12	LO	2,400
1-6	VL	1.5	6.5	6.5	3.0	4.0	5.0	5.5	1-6	VL	3,300

FIRE POWER CHART

Guns	Type Weapons	Ammo	Criticals
N1	One .50 cal Browning	8	3
N2	One .50 cal Browning	8	3

GUN ATTACK FACTORS

Rng	N1	N2	Total
0	9	9	18
1	6	6	12
2	4	4	8
3	3	3	7
4	2	2	4
5	1.5	1.5	3
6	1	1	2
7	--	--	--

WEAPON STATION LOCATION



1

POWER VERSUS SPEED CHART

Levels	Bands	1.0 - 4.5	5.0 - 7.5	8.0 - 9.5	10.0+	Band
43+	UH	--	--	--	--	UH
37-42	EH	--	--	--	--	EH
31-36	VH	--	--	--	--	VH
25-30	HI	2	1	--	--	HI
19-24	MH	3	1	--	--	MH
13-18	ML	4	2	--	--	ML
7-12	LO	4	2	--	--	LO
1-6	VL	5	3	--	--	VL
Banking FPs		2	3	5	--	
Side Slip FPs		2	4	6	--	

NOTES AND VARIANTS

Bell P-77: Designed to be built from wood with a small engine, the idea was to minimize the use of strategic material. Delays in production of the engine meant that by the time the flight tests were completed, there was no reason for the aircraft.

McDonnell P-67 Bat

Country: USA

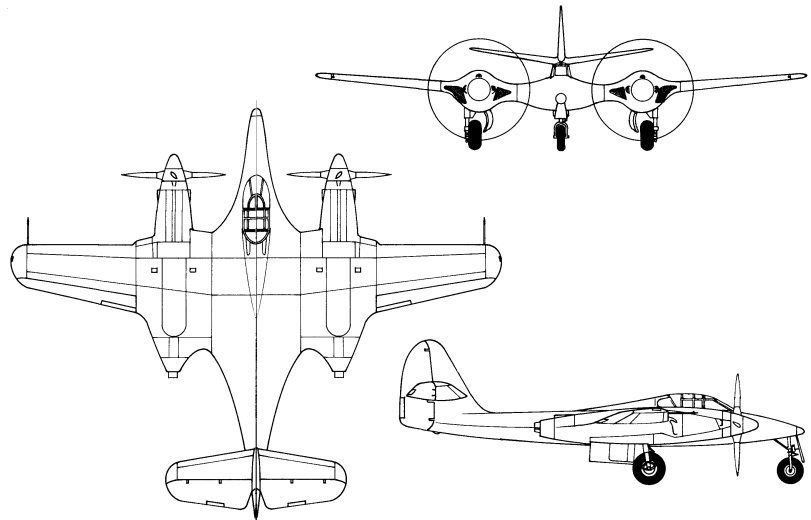
Service Entry Date: June, 1945

A/C Type: Interceptor Fighter
 Engine(s): Two Continental XI-1430-17/19
 Eng. Pwr: 2120-hp, Liquid-cooled
 A/C Crew: Pilot

Maximum Speed: 405 mph at 15,000 ft
 Maximum Ceiling: 37,400 ft.
 Defense factor: 5 Size Modifier: +0
 Damage Factor: 14/21 Endurance: 285
 Cockpit View: Fair Blind Area: None

Protection: Cockpit +1 Fuel +1 Engine +0
 Climb Dece/ Dive Accel: 3.0 / 1.0
 Weight and Load Limit: 500 / 2-4

Wpn Stations	Weight	Allowed Loads
1	500	1x 500 lb bomb



Class: F

Victory Points: 7-10

AIRCRAFT PERFORMANCE CHART

Altitude		Minimum	Maximum	Maximum	Min	Min	Min	Min	Altitude		Average
Levels	Bands	Speed	Speed	Dive Spd	TT(5)	HT(6)	BT(7)	ET(9)	Levels	Bands	Rate of Climb
43+	UH	--	--	--	--	--	--	--	43+	UH	--
37-42	EH	3.0	7.5	11.0	5.5	7.0	8.5	--	37-42	EH	100
31-36	VH	3.0	7.5	11.5	5.0	6.5	7.5	8.5	--	VH	400
25-30	HI	2.5	8.0	11.5	4.5	6.0	7.0	8.0	25-30	HI	1,000
19-24	MH	2.5	8.0	11.5	4.0	5.5	6.5	7.5	19-24	MH	1,600
13-18	ML	2.0	7.5	11.0	3.5	5.0	6.0	7.0	13-18	ML	2,100
7-12	LO	2.0	7.0	10.0	3.0	4.5	5.5	6.5	7-12	LO	2,400
1-6	VL	2.0	7.0	8.5	3.0	4.5	5.0	6.0	1-6	VL	2,600

FIRE POWER CHART

Guns	Type Weapons	Ammo	Criticals
N1	Two 37mm cannon	8	1
N2	One 37mm cannon	8	1
N3	One 37mm cannon	8	1
N4	One 37mm cannon	8	1
N5	One 37mm cannon	8	1
N6	One 37mm cannon	8	1

GUN ATTACK FACTORS

Rng	N1	N2	N3	N4	N5	N6	Total
0	7	7	7	7	7	7	42
1	5	5	5	5	5	5	30
2	4	4	4	4	4	4	22
3	3	3	3	3	3	3	16
4	2	2	2	2	2	2	12
5	1.5	1.5	1.5	1.5	1.5	1.5	9
6	1	1	1	1	1	1	6
7	0.75	0.75	0.75	0.75	0.75	0.75	4.5

WEAPON STATION LOCATION

POWER VERSUS SPEED CHART

Levels	Bands	1.0 - 4.5	5.0 - 7.5	8.0 - 9.5	10.0+	Band
43+	UH	--	--	--	--	UH
37-42	EH	0.5/1	0.5/-	--	--	EH
31-36	VH	1/2	0.5/-	--	--	VH
25-30	HI	2/3	0.5/-	0.5/-	--	HI
19-24	MH	3/4	1/2	0.5/-	--	MH
13-18	ML	3/4	1/2	--	--	ML
7-12	LO	3/4	1/2	--	--	LO
1-6	VL	3/4	1/2	--	--	VL
Banking FPs		2	3	4	5	
Side Slip FPs		3	4	5	7	

NOTES AND VARIANTS

McDonnell P-67 Bat: Flight tested Jan to Sep 1944. Designed to intercept heavy bombers, this aircraft never lived up to its design promise. It's major Achilles heel was the Continental engine, which only developed about 60% of the power it promised. The Bat's airfoil carried through both wings and fuselage. Rolled well at high speed, but had lateral stability problems. Project canceled when an engine caught fire, destroying one prototype. It is still one of the coolest looking designs ever produced and flown. Pressurized cabin, Left- and right-handed engines.

Bad firing platform due to lateral stability issues: +5 LH