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C-105 MK

Report # 7-0425-20 Issue 10
Sheet # 1
Prepared By: K. Griffin
Checked By: E. BurnettC. G. ENVELOPES WITH J75 A25 & PS 13 ENGINESFITTED & FULL MX 1179 RADAR

Radio and Radar allowance carried in 7-0400-05 Issue 19 is as outlined on Sheet 001-1 of 7-0400-05 Issue 14 (2,908 lb.) The effect of installing different engines is shown on the attached C.G. Envelopes.

- Curve (1) - J75 A25 Engine (Engine C.G. at Sta. 664.26 ins.)
(6,175 lb each)
- Curve (2) - PS 13 Engine (Engine C.G. at Sta. 672.69 ins.)
(4,500 lb. each)

N.B. The assumption is made that the basic aircraft remains unaltered irrespective of engine installation.



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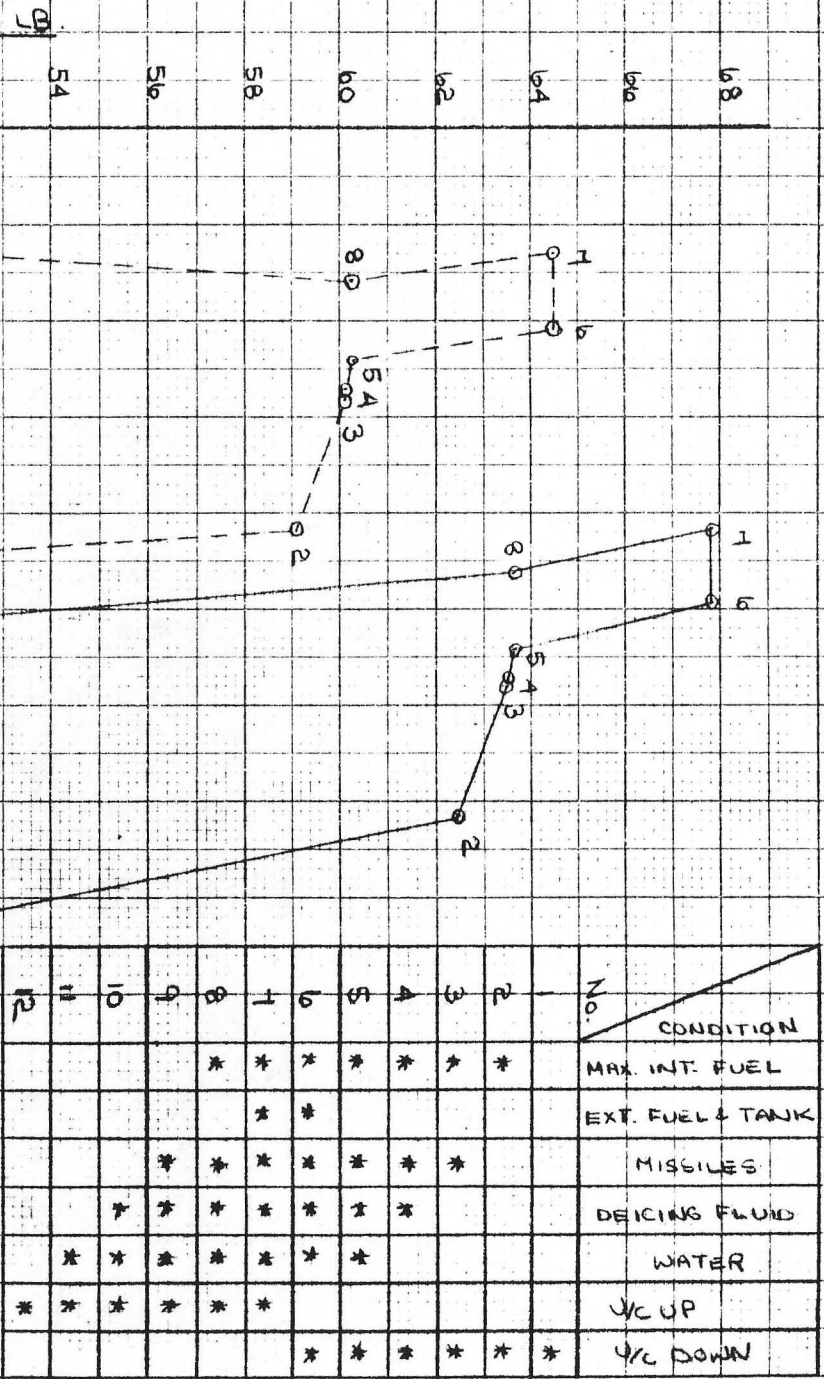
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REPORT: T-0400-20 ISSUE 10
BY: Karleam Gullen
DATE: Sept 29R 1955

WITH MULTY. RADAR INSTALLED

COMPARISON OF EFFECTS OF POSSIBLE ENGINE INSTALLATIONS

(BASED ON T-0400-05 ISSUE A)



WEIGHT - THOUSANDS LB.

C.G. POSITION - % M.A.G.

775 A25 ENGINES
(6175LB WCHT)

P513 ENGINES
(4500LB ENGIN)

475 A25 ENGINES
(4175LB WCHT)

N.G. WITH ITS ENGINES AT LG BALANCE AT STRAIGHT "A" IS NEEDED TO BRING POINT O TO THE NET LIMIT OF 31% M.A.G.

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