

UNCLASSIFIED

Our Ref: SK/2-10/28

October 3rd, 1957.

Mr. J.C. Floyd

William R. Stephens

(UHF) 112-112-112-112

As you probably know, the USAF does not have in being the development of a new tactical bomber, although the Douglas B-65 and the Martin B-57 are phasing out. Since cancellation of the Martin B-68 (system 3000) program early this year, several companies have tried to interest the USAF in the TAC bomber versions of existing aircraft, but this is very low on the list of priorities and India are concerned. In that respect they are not a very good prospective customer. However, there has been some rumour that TAC may be absorbed by SAC, which is a high priority. It is also my belief that the most likely actual need for a combat weapon is in the TAC area.

The following are presented the latest stated USAF requirements for a TAC bomber. It is suggested that your people take a look at a version of the above to satisfy them in anticipation of renewed interest by the USAF, or other user, in this mission area.

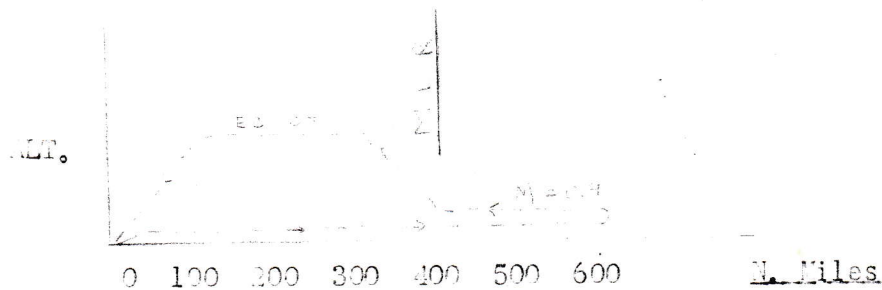
The TAC bomber must:

- a. be capable of dispersed base operation.
- b. have all weather operational capabilities.
- c. be capable of level bombing and toss bombing. It is essential that a terrain clearance system be incorporated and it is understood that North American are in the final stages of development of such a system.
- d. have automatic bombing and navigation capabilities. It is understood that two new systems of navigation are being developed, namely: 1. "Tangent plane navigation - this system becomes inaccurate beyond 1000 miles.
2. "Local vertical navigation - this system is independent of range, but is time limited.
- e. operate from 7,000' runways having a Joint Construction Index of 25 or less.
- f. carry a military load of 2,500 lbs. It is understood that this item is not too critical and if necessary this figure may be relaxed considerably.
- g. possess good maintenance features; 30 minute turn around time etc.

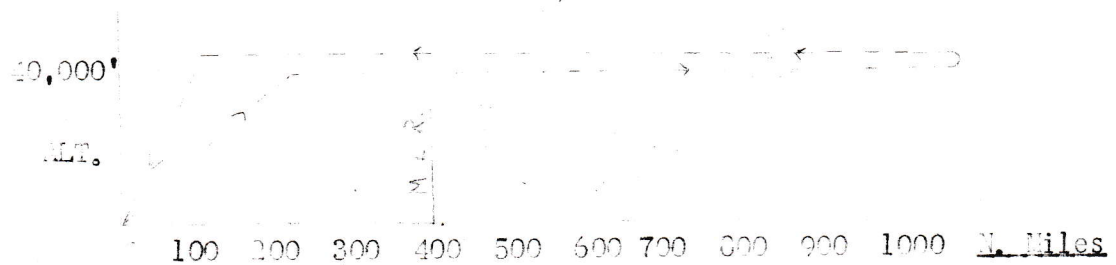
UNCLASSIFIED

MISSION PROFILE (Fuel reserves to be in accordance with MIL Spec Definition.)

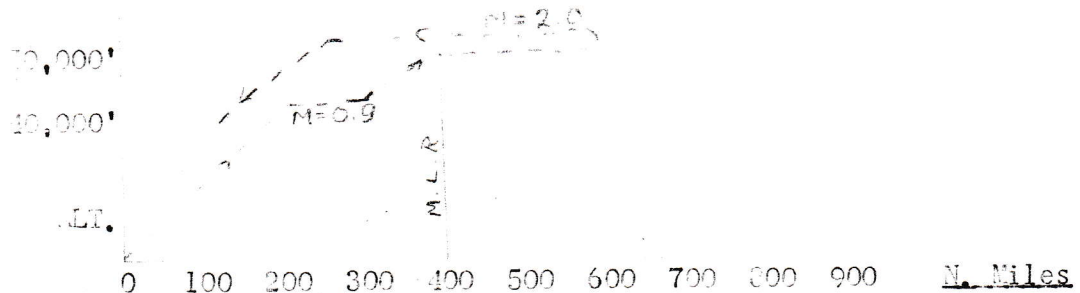
- Mission A - Take off and proceed at $M=0.9$ on a "terrain clearance" course to the target area 600 nautical miles from base.
- Return toward base at $M=0.9$ for a distance of 200 nautical miles under "terrain clearance" conditions.
 - At the turn line of resistance (400 nautical miles from base) climb to economic cruise altitude and return to base at economic cruise speed.



- Mission B - Take off and climb to 40,000'. Accelerate to $M=0.9$ and cruise to target area 1,000 nautical miles from base.
- Return toward base at 40,000' at $M=0.9$ to point of descent.



- Mission C - Take off and climb to 40,000' at $M=0.9$.
- Climb to 40,000' and accelerate to $M=2.0$ at MLR
 - Proceed to target area 600 miles from base at $M=2.0$
 - Return to base on economical speed and altitude course.



It will be appreciated if you will advise me of the results of any investigations of a T.C. arrow your people may undertake. If it is deemed advisable to do so I will make this information available to the J.C. personnel concerned with lumber development.

Should any of your people desire to discuss T.C. lumber development with J.C.F. personnel in the course of their studies, I will be happy to make the appropriate introductions.

William R. Stephens,
Sales Manager.

LS/ap

c.c.: Messrs. L.M. Lindley
M. L. Pesando
W. B. Dunbar